The Hong Kong Daily Press.

No. 9235 第九千二百三十五號 光緒十三年六月二十一日 HONGKONG, WEDNESDAY, AUGUST 10TH, 1887. 禮拜三 香港英八月十號 [PRICE $2] PER MONTH

SHIPPING.

ARRIVALS.

August 9, FIDELIO, German steamer, 852, H. Brock, Singapore 1st August, General.—WIELER & Co.

August 9, SEPTIMA, German steamer, 783, P. Hansen, Saigon 4th August, Rice, Fish, and Cotton.—ORDER.

August 9, NINGPO, British steamer, 762, F. Schulz, Shanghai 5th August, General.—SIEMSSEN & Co.

August 9, BOTHWELL CASTLE, British steamer, 1,651, J. C. Tod, Foochow 7th August, General.—ADAMSON, BELL & Co.

August 9, MARCIA, British steamer, 1,060, A. McIntosh, Nagasaki 31st July, Coal.—TAKASIMA COLLIERY.

August 9, BAYERN, German steamer, 2,877, R. Sander, Bremen 29th June, Antwerp 2nd July, Port Said 18th, Suez 19th, Aden 23rd, Colombo 31st, and Singapore 5th August, Mails and General.—MELCHERS & Co.

August 9, ELEKTRA, Austro-Hungarian str., 2,095, Chergo, Trieste and Singapore 4th August, General.—AUSTRO-HUNGARIAN LLOYD'S S. N. Co.

August 9, KWANG-LEE, Chinese steamer, 1,508, Wells, Shanghai 6th August, General.—C. M. S. N. Co.

August 9, TEHERAN, British steamer, 1,684, F. H. Seymour, Yokohama 31st July, Kobe 1st August, Mails and General.—P. & O. S. N. Co.

August 9, AMOY, British steamer, 814, Kohler, Whampoa 9th August, General.—SIEMSSEN & Co.

August 9, JACOB CHRISTENSEN, Nor. str., 1,007, J. Bjerck, Kuchinotzu 1st August, and Nagasaki 4th, Coal.—M. B. KAISHA.

August 9, PHRA CHOM KLAO, British steamer, 1,011, W. H. Watton, Koh-si-chang 3rd August, Rice and General.—YUEN FAT HONG.

August 9, AMIGO, German steamer, 771, C. A. Hundewadt, Swatow 8th August, General.—WIELER & Co.

August 9, HAMPSHIRE, British steamer, 1,699, M. H. Kerruish, Kobe 31st July, Coal and General.—RUSSELL & Co.

August 9, PROMETHEUS, British steamer, 1,587, J. K. Webster, Shanghai, via Foochow and Amoy, 3rd August, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

9TH AUGUST.

Haitan, British str., for Swatow.
Decima, German str., for Saigon.
Crusader, British str., for Haiphong.
Diamante, British str., for Amoy.
Killarney, British str., for Swatow.

DEPARTURES.

August 9, FREJR, Danish str., for Haiphong.
August 9, GREYHOUND, British steamer, for Hoihow.
August 9, FUSHUN, Chinese str., for Shanghai.
August 9, HAITAN, British str., for Coast Ports.
August 9, DIAMANTE, British str., for Manila.
August 9, KILLARNEY, British str., for Swatow.
August 9, PESHAWUR, British str., for Shanghai.
August 9, TETARTOS, German str., for Nagasaki.
August 9, NINGPO, British str., for Whampoa.

PASSENGERS.

ARRIVED.

Per *Fidelio*, str., from Singapore.—400 Chinese.

Per *Septima*, str., from Saigon.—56 Chinese.

Per *Ningpo*, str., from Shanghai.—Mr., Mrs. and Miss Bush, and 40 Chinese.

Per *Elektra*, str., from Trieste, &c.—3 Europeans and 136 Chinese.

Per *Bayern*, str., from Bremen, &c.—Dr. F. Grimm, Misses Weilerswiss, Lohr, Jahrling and sister, Mr. Lemke, and 170 Chinese from Singapore.

Per *Kwang-lee*, str., from Shanghai.—126 Chinese.

Per *Teheran*, str., from Yokohama.—Capt. and Mrs. Stanley, Mr. and Mrs. Kretzschmaer and family, Mr. and Mrs. Boyle, Mrs. Odatsu and amah, Mr. and Mrs. Pow Sow Pick, Messrs. Munro, Wilkramaratue, Dillon, C. Nelson, Yue Ching Cheong, Shinigawa, Miss Schoder, 2 Europeans, 1 Japanese, and 25 Chinese, deck.

Per *Phra Chom Klao*, str., from Koh-si-chang.—Messrs. Soon and Ming Soon, and 81 Chinese.

Per *Prometheus*, str., from Shanghai, &c.—Mr. Platt, and 164 Chinese.

Per *Hampshire*, str., from Kobe.—Prof. J. B. Steere, Messrs. D. C. Worcester, E. L. Moseley, F. S. Burns, and M. Francisco, 1 Chinese and 1 European, steerage.

DEPARTED.

Per *Haitan*, str., for Foochow.—Mr. G. Swales.

REPORTS.

The German steamer *Fidelio*, from Singapore 1st August, reports had fine weather and light S.W. winds.

The British steamer *Ningpo*, from Shanghai 5th August, reports experienced light wind and heavy sea to Tung Ying; from thence fine weather and smooth sea.

The British steamer *Phra Chom Klao*, from Koh-si-chang 3rd August, reports experienced moderate to fresh S.S.W. winds to Pulo Nayo, and thence to Cape Padaran moderate S.W. winds and squally with occasional rain; from thence to Hongkong variable light winds and fine, clear weather with smooth sea.

The British steamer *Prometheus* reports:—Left Shanghai with light winds and fair weather. On the morning of August 4th, had strong breeze from S.S.W. with heavy head sea continuing until arrival at Foochow August 6th. Had fine weather in Foochow. Left August 7th, arrived and left Amoy 8th. Had light winds and fine weather to port. Left the following vessels at Foochow—*Merionethshire*, *Whampoa*, and *Glenavon*.

The British steamer *Hampshire*, from Kobe 31st July, reports had very cloudy weather till reaching Linschoten Islands. Aug. 1st, strong wind from E.S.E. with very heavy squalls and rain; p.m. terrific squalls increasing to a heavy gale at midnight. Aug. 2nd, a.m., heavy gale from S.E. the wind veering to S. and S.W. and increasing in violence with a very heavy and high sea running, sweeping the ship fore and aft. From Yoko Sima to Turnabout strong S.W. winds and high head sea with thick and foggy weather; thence to port fine weather.

The German steamer *Bayern* reports:—Left Bremerhaven June 29th, and arrived at Antwerp June 30th. Left Antwerp July 2nd and called at Southampton 3rd, and left four hours afterwards. Had light variable winds going through the Atlantic and light easterly and northerly winds through the Mediterranean Sea, and arrived at Port Said July 13th, 8 p.m. On July 18th, after the mail were taken on board, left Port Said at 11 a.m. and called at Suez the next day. Had light northerly winds in Red Sea; arrived at Aden July 23rd and left there the same day 6 p.m. Had strong S.W. monsoon till lat. 65 E and afterwards light westerly winds to Colombo, where arrived on July 31st, and left the same day. Had fresh S.W. winds to Acheen Head and called at Singapore August 4th, and left again next day at 8 a.m. Had light westerly winds in the China Sea.

INTIMATIONS.

INVESTMENT OF SAVINGS.

Example.

£2 5s. 5d. per mensem if commenced to be paid at age 30, secures the sum of £500 at age 50, and if Death occurs before age 50, the sum of £500 is payable to deceased's Estate. This form of Provision affords an excellent means for the investment of small savings.

Proposal forms, and all information on application to the

BORNEO COMPANY, LIMITED,
Agents,
STANDARD LIFE OFFICE,
905—3] Hongkong.

LANE, CRAWFORD & Co.

SOLE AGENTS FOR THE SALE OF

AYALA & Co.'s CHAMPAGNE,
Qts. $22, Pts. $24 per case.

BASS'S BEER & GUINNESS'S STOUT,
"BULLDOG BRAND,"
Qts. $3, Pts. $2 per doz.

CLAUSEN'S AMERICAN LAGER BEER,
Qts. $3, Pts. $2 per doz.

ADET SEWARD & Co.'s
CLARETS,
from $3.75 to $14 per case.

NAPIER JOHNSTONE'S CHOICE OLD WHISKEY,
In square bottles, $10 per doz.

ALSO FOR SALE
BRANDY, WHISKIES, PORT, SHERRY, SAUTERNE, CHABLIS, & BURGUNDY.

LANE, CRAWFORD & Co.
Hongkong, 8th August, 1887. [26

KELLY & WALSH, LIMITED.

NEW AND POPULAR BOOKS.

Leaves from my Chinese Scrap Book, by F. H. Balfour.
"Sketches of Life in Japan," by Major Knollys, R.A.
Maclean's "Diseases of Tropical Climates."
Chemistry of the Sun, by Norman Lockyer.
Creation or Evolution, by G. T. Curtis.
"Useful Hints to Sea-going Engineers."
Baron Hubner's "Through the British Empire."
Arnould on "Marine Insurance," 6th Edition.
Mackintosh's China and Japan Trade Tables of Cost; (Silk and Tea Sections, with Telegram Code).
Keith-Johnston's Royal Atlas of Modern Geography.
Black's "General Atlas of the World."
Keane's "Hand Book of Eastern Geography."
Keith-Johnston's "Hand Book of Geography" Physical, Historical and Descriptive.
Day's "The Race Horse in training."
The Voyage of the "Vega," new and cheap Ed.
The Student's History of Modern Europe.
Book-keeping without a Master, price 60 Cts.
The Art Journal; Royal Jubilee Extra Number.
Geikie's "Hand Book of Geology," &c., &c.

KELLY & WALSH, LD., HONGKONG.
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HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 27th day of August current, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1887.

By Order of the Court of Directors,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 9th August, 1887. [1511

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from the Thirteenth to the 27th day of August current (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 9th August, 1887. [1512

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, at NOON, on SATURDAY, the 27th instant, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, electing Directors and Auditors and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th inst.

By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, 4th August, 1887. [1478

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE is hereby given that ORIGINAL SCRIP CERTIFICATE No. 14, dated 18th July, 1882, for ONE SHARE in the above Office, standing in the name of CHOO CHAN HONG of Swatow, has been LOST, and should the same not be produced before the 23rd instant, a NEW SCRIP CERTIFICATE will be issued to the said CHOO CHAN HONG, and no transaction taking place under the said Original Scrip Certificate No. 14 will be recognised by the Office.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 9th August, 1887. [1514

DOMINION ORGAN & PIANO Co.

Manufacturers of Cabinet, Combination, Chapel and Pedal
ORGANS,
and Square and Upright
PIANOS;

Sole right to use Foley's Automatic PEDAL COVER, for the whole Continent of EUROPE; This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.

BRANCH OFFICES:—
MANCHESTER, ENGLAND,
LONDON, "
HAMBURG, GERMANY
ADELAIDE, AUSTRALIA
SYDNEY, "
MELBOURNE, "
CHRIST-CHURCH, NEW ZEALAND.

DOMINION ORGAN & PIANO Co.,
BOWMANVILLE,
ONTARIO,
CANADA.
Send for catalogues. [1411

C. CURIAMBUX has much pleasure in announcing that he has just opened a FURNITURE AND CURIO STORE at No. 8, Beaconsfield Arcade. Always in Stock a large and varied assortment of HOUSEHOLD FURNITURE, which, for quality and cheapness, cannot be surpassed. All Orders will be promptly executed. [1468

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL	£2,000,000.
PAID UP	£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [10

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$7,500,000.
RESERVE FUND	4,500,000.
RESERVE LIABILITY OF PROPRIETORS	7,500,000.

COURT OF DIRECTORS:—
Chairman—M. GROTE, Esq.
Deputy Chairman—C. D. BOTTOMLEY, Esq.

Hon. J. Bell-Irving.	R. Hoppius, Esq.
H. L. Dalrymple, Esq.	Hon. A. P. McEwen.
W. H. F. Darby, Esq.	J. S. Moses, Esq.
W. H. Forbes, Esq.	Hon. F. D. Sassoon.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, 18th July, 1887. [8

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 8th May, 1885. [9

IF you want JAPANESE GOODS at Reasonable Prices
Go to CASSUMBHOY'S STORE,
BEACONSFIELD ARCADE,
A Large Assortment of New Satsuma and other Ware, Bronzes, Tea Services, Screens, &c.
New and Second-hand FURNITURE at Lowest Prices. [23

CUTLER, PALMER & Co.
ESTABLISHED IN 1815,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.
Are represented in China by
Messrs. JARDINE, MATHESON & Co. *
" SIEMSSEN & Co. *
" LANE, CRAWFORD & Co. & by *
" B. E. REYNELL & Co. in Japan *

Subjoined are some of the items consigned by these well-known Shippers

SPIRITS.

COGNAC—The popular "4 Star" quality and best.
COGNAC—The well-known "2 Star" quality.
WHISKY SCOTCH, in Heart Shaped bottles, a speciality.
WHISKY SCOTCH, in Ordinary bottles.
The "Glenlivet" Whisky in round bottles.
The "Square bottle" Whisky of Napier Johnstone's.
The Celebrated "CARLTON"—11 *years old.*
WHISKY IRISH, the best selected, *very fine.*

N.B.—All the above Spirits are of excellent quality, and are recommended

WINES.

For Invalids use, PORT & SHERRY—Very Superior and reliable. AMOROSO, MANZANILLA, & PALE DRY SHERRY, distinguished by Blue, Black, and White Seals, Charming Wines. *Suit all tastes.*
CLARET, viz., Mouton, Larose, St. Estephe, Medoc in Quarts & Pints. Need no recommendation.

For Prices apply to either of the above Firms marked * [1516

WING TAI & Co.
SHIP'S COMPRADORES, STEVEDORES, AND COAL MERCHANTS.
FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE,
No. 25, PRAYA CENTRAL.
榮泰公司煤炭發客 [284

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [21

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [117

NOTICES TO CONSIGNEES.

STEAMSHIP "DJEMNAH."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London Ex S. S. "INDUS," Antwerp and Havre Ex S. S. "ROMANUL," and Bordeaux Ex S. S. "FREDERIC MOREL," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M., TO-DAY (THURSDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 11th inst., at NOON, will be subject to rent and landing charges at One Cent per package per diem.

All Claims must be sent in to me on or before the 13th inst., or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 4th August, 1887. [2

CANADIAN PACIFIC STEAMSHIP LINE.

NOTICE TO SHIPPERS AND UNDERWRITERS.

NOTICE is hereby given that all Cargo loaded at this Port, Amoy and Foochow for Ports beyond Japan by the steamer *Batavia* has been transhipped to the Company's steamer *Parthia* which takes her place, and leaves for Vancouver from Japan on or about the 6th inst.

Cargo per S.S. *Parthia* from Vancouver and Ports beyond, has been transhipped to the S.S. *Thibet* for Hongkong.

ADAMSON, BELL & Co.,
Agents.
Hongkong, 5th August, 1887. [1491

THE "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Steamship
"BENALDER,"

Capt. Thomson, HAVING ARRIVED from the above Ports, Consignees of Cargo are hereby requested to SEND IN THEIR BILLS OF LADING FOR COUNTERSIGNATURE by the Undersigned, and to TAKE IMMEDIATE DELIVERY of their Goods from alongside.

Cargo impeding the discharge will be landed into the Kowloon Godowns and there stored at Consignees' risk and expense.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 P.M., TO-DAY, the 5th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 12th instant will be subject to rent.

All Claims must reach us before 4 P.M., of the 15th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th August, 1887. [1492

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTINO UNITED COMPANIES.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship
"BORMIDA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, WITH THE EXCEPTION OF OPIUM AND VALUABLES, are being landed at their risk into the Godowns known as "The Hongkong Wharf and Godowns," Wanchai, whence delivery may be obtained.

This vessel brings on Cargo:—From Marseilles, Genoa, &c., ex S. S. *Singapore* and *Giava*.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before the 9th July, at 4 P.M., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th July, at 4 P.M., will be subject to rent at the rate of one cent per package per diem.

CARLOWITZ & Co.,
Agents
Hongkong, 5th August, 1887. [6

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"OLYMPIA,"

Captain Moller, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY, the 5th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 4 P.M.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.
Hongkong, 5th August, 1887. [1487

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "AGAMEMNON," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 12th inst., for shipment per steamer "TITAN."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th August, 1887. [1497

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "AGAMEMNON," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th August, 1887.

Goods undelivered after the 14th inst., will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th August, 1887. [1497

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 11th instant.

DAVID SASSOON, SONS & Co.
Hongkong, 8th August, 1887. [1468

NOTICE OF FIRM.

NOTICE.

THE AGENCY at this Port of MESSRS. CALDBECK, MACGREGOR & Co., Shanghai, has This Day been TRANSFERRED to MR. ALEXANDER LEVY.

(Signed) E. JONES HUGHES.

With Reference to the above notice I have This Day ASSUMED CHARGE of the Business at this Port of MESSRS. CALDBECK, MACGREGOR & Co., Wine and Spirit Merchants Shanghai.

ALEXANDER LEVY.
Hongkong, 30th June, 1887. [126

WRITE FOR CIRCULAR.

LEUCHS' TRADE LISTS OF ALL COUNTRIES in 36 VOLUMES.

Among the Books now in the Press are: Vols. 27 & 27A ENGLAND, SCOTLAND, and IRELAND. Price 45/. They contain, besides complete TRADES LISTS of all places in the United Kingdom, Special Lists of Merchant Shippers, with their Specialities and Export Markets.

Complete Price-List post free. Agents wanted in all parts.

C. LEUCHS & Co., BRANCH OFFICE,
17, BARRETT'S GROVE, LONDON, N.
Established 1794. [1510

WANTED.

BY a Straits-born Chinese, at present in Singapore, a SITUATION in a Lawyer's Office. Advertiser has had experience in office details, is a good Man of Business, and thoroughly understands Solicitor's Book-keeping, especially on Kair's System, and holds excellent Testimonials. Salary moderate. Passage money to Hongkong to be paid by intending Employer. Apply by letter to A. B., care of SYM KYE PANG, Esq., Swatow who will communicate with advertiser in Singapore.

Swatow, August, 1887. [1499

ANGLO-FRENCH EDUCATION.

AN ENGLISH LADY living in France wishes to receive a HALF-DOZEN CHILDREN of good families to thoroughly Educate in FRENCH, ENGLISH, GERMAN and other accomplishments if necessary. Terms moderate. References exchanged.

For particulars address to B. J.,
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Laval,
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AFONG, PHOTOGRAPHER
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IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [62

A SHING,
PHOTOGRAPHER,
No. 8, QUEEN'S ROAD,
Opposite the TELEGRAPH OFFICE,
HONGKONG.
Hongkong, 2nd July, 1887. [1275

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [35

NOW READY.

THE KUNG HO CHIH YU WALTZ,
and
THE FEIHOO WALTZES,
by
R. C. PASSMORE,
published by
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE,
Shanghai.
12th January, 1887. [63

SQUARE BOTTLE WHISKY
NAPIER JOHNSTONE'S BLEND,
Superb Quality,
CUTLER, PALMER & CO.'S SELECTION.
Apply to
LANE, CRAWFORD & Co.,
1248] Hongkong.

A LONDON MERCHANT with 12 years' experience in the Straits, and 5 years in London, wishes to add to his Business the Agencies of one or two more Eastern Firms. Applications to be forwarded, under cover, to F. P., care of this Paper, when further information will be given. [1391

FOOCHOW HOTEL,
FOOCHOW.

NEW and COMMODIOUS PREMISES, adjoining EASTERN EXTENSION TELEGRAPH COMPANY'S OFFICE.

TERMS MODERATE.
G. T. BROCKETT,
Proprietor.
June 1st, 1887. [1135

THE LONDON AERATED WATERS MANUFACTORY.

THESE POPULAR WATERS are now being Manufactured at Nos. 1 & 2, BEACONSFIELD ARCADE, where orders will be received and promptly executed at the usual moderate charges, viz:—

Soda water	3 dozs.	for	$1.00
Tonic	3 "	"	1.00
Lemonade	3 "	"	1.00
Gingerade	2 "	"	1.00
Raspberryade	2 "	"	1.00
Sarsaparilla	2 "	"	1.00
Seltzer, Lithia, and other Mineral Waters	1 "	"	.40

D. K. GRIFFITH & Co.
Hongkong, 16th June, 1887. [1180

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1887.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.0 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	*10.15 "	10.30 "	10.45 "
*10.30 "	12.30 P.M.	11.00 "	12.00 NOON.
12.45 P.M.	1.00 "	12.30 P.M.	1.15 P.M.
1.30 "	2.00 "	1.30 "	2.00 "
2.20 "	3.00 "	2.30 "	3.00 "
3.30 "	4.00 "	3.30 "	4.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.10 "	4.50 "	5.10 "
5.25 "	5.40 "	5.25 "	5.40 "
5.55 "	6.15 "	5.55 "	6.15 "
6.45 "	7.00 "	6.45 "	7.00 "
7.15 "		7.15 "	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage. [68

TO BE LET.

TO BE LET.

THE EXTENSIVE PREMISES in Queen's Road (next to the Commissariat Buildings) lately occupied by the ROYAL NAVAL SEAMAN'S CLUB.

Apply to
LINSTEAD & DAVIS.
Hongkong, 2nd May, 1887. [8

TO BE LET.

THE PREMISES
247/9 QUEEN'S ROAD EAST.
Apply to
LINSTEAD & DAVIS.
Hongkong, 3rd August, 1887. [1471

TO BE LET.

THE SECOND FLOOR of the House No. 2, DUDDELL STREET, suitable for OFFICE or RESIDENCE.

Apply to
LINSTEAD & DAVIS.
Hongkong, 28th July, 1887. [1429

TO BE LET.

WITH IMMEDIATE POSSESSION.

SUITE OF ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. MELCHERS & Co.

These Premises are well adapted for OFFICES or STORES.

BISNEE VILLA, POKFULUM.

Apply to
SHARP & Co.,
Estate Agents,
Marine House.
Hongkong, 28th July, 1887. [1432

TO BE LET.

A VERY COMFORTABLE FURNISHED HOUSE, commanding extensive Sea View and very Cool in summer.

Apply at
THE HONGKONG DISPENSARY.
Hongkong, 5th May, 1887. [714

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [42

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [43

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.

Apply to
MEYER & Co.
Hongkong, 2nd July, 1887. [1278

WANTED.

A 5/8 ROOMED HOUSE near Caine Road or Public Gardens.
Rent from $70 to 100.
Apply to R. L. & G.
Hongkong, 14th July, 1887. [1345

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
} CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 11th May, 1867. [20

TIMBER.

THE Undersigned, Agents for Messrs. E.E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd November, 1886. [40

怡生號

YEE SUNG & Co.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co.,
No. 68, PRAYA. [65

HING LUNG'S
BEST FIRE CRACKERS
and all kinds of FIRE WORKS.
Also,
MAN SHUN WING'S
CHEFOO PONGEE SILK
WHOLESALE.
FUNG TANG, Sole Agent,
42, BONHAM STRAND, Hongkong. [1062

泰 HIM TAI 謙
COAL MERCHANT,
has always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL
FOR SALE AT A MODERATE PRICE,
No. 85, PRAYA CENTRAL. [53

NEW ADVERTISEMENTS

FOR SHANGHAI, YOKOHAMA, AND HIOGO.

THE British Steamer
"NEW GUINEA,"

Captain Wale, due here on Wednesday, the 10th inst., will be despatched as above on or about the 12th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th August, 1887. [1482

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG, AND BOMBAY,

having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; also to MARSEILLES, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

THE Company's Steamship
"BORMIDA,"

Dagnino, will be despatched as above on SATURDAY, the 13th August, at NOON.

The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 30th July, 1887. [6

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, AND MELBOURNE.

THE Company's Steamship
"SOOCHOW,"

Harris, Commander, will be despatched as above on SATURDAY, the 13th inst., at FOUR P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th August, 1887. [1460

NEW ADVERTISEMENTS.

TO LET.

TWO-STORIED GODOWNS, between Messrs. REISS & Co. and Messrs. CARLOWITZ & Co.'s Premises, Duddell Street.

Apply to
BELILIOS & Co.
Hongkong, 10th August, 1887. [1518

NORDDEUTSCHER LLOYD.

STEAM TO YOKOHAMA, KOBE, AND NAGASAKI.

(Passing through the INLAND SEA).

THE Company's Steamer
"GENERAL WERDER,"

Captain W. von Schukmann, will leave for the above Ports TO-DAY, the 10th inst., at ONE P.M.

The steamer has excellent Passenger Accommodation, is fitted up with Electric Light and carries a Doctor and Stewardess.

MELCHERS & Co.,
Agents.
Hongkong, 10th August, 1887. [7

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship
"BAYERN,"

Captain R. Sander, will leave for the above place TO-DAY (WEDNESDAY), the 10th instant, at THREE P.M.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 10th August, 1887. [7

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"THALES,"

Captain Hunter, will be despatched for the above Ports, TO-MORROW, the 11th inst., at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 9th August, 1887. [1517

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer
"CHINA,"

Captain P. Haye, will be despatched for the above Port TO-MORROW, the 11th inst., at THREE P.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 10th August, 1887. [1519

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and PORTS on the YANGTSZE).

THE Company's Steamship
"CANTON,"

Captain Bremner, will be despatched as above TO-MORROW, the 11th inst., at FOUR P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th August, 1887. [1505

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "BAYERN,"
FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Cargo from New York Ex S. S. *Trave* has come forward by this Steamer.

Optional cargo will be landed here in Hongkong unless notice to the contrary be given before 4 P.M., TO-DAY, the 9th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 16th instant, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at 4 P.M.

All claims must reach us before the 18th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.
Hongkong, 9th August, 1887. [7

NOTICE TO CONSIGNEES.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, ADEN, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship
"ELEKTRA,"

in connection with the S. S. *Narenta* from Calcutta and Madras, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns known as "The Hongkong Wharf and Godowns," Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned BEFORE NOON ON THE 13TH INSTANT, OR THEY WILL NOT BE RECOGNISED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Bills of Lading will be countersigned by
O. BACHRACH,
Agent.
Hongkong, 9th August, 1887. [5

W. BREWER HAS JUST RECEIVED

American Yachts and Yachting.
Shooting and Yachting in Mediterranean.
Fearnley Practical Histology.
Pagoda Shadows.
Balfour's Chinese Scrap Book.
Knolly's Travels in Japan.
Craig's Palmistry.
Globe Encyclopædia, 6 Vols.
Maclean's Diseases in Tropical Climates.
Birchmore Brushes for Oil Painting.
Prepared Oil Paper for Oil Painting.
New Sketch Books.
Large quantity of New Light Literature.
The Renshaw Tennis Shoes. This is the most lasting of all shoes.
Cheap Cabinet Photo Frames.
Army and Navy and Fine Floral Photo Albums.
Photo Albums for Cabinets only.
New Tennis Note Paper and Envelopes.
Ayres's Champion Tennis Balls.
Large Mirrors in deep plush frames, very cheap.

W. BREWER, Queen's Road.
Under Hongkong Hotel. [28

INTIMATIONS.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

DEATH.

At Ichang, on the 22nd July, the beloved wife of C. P. C. LYNBORG, of the I. M. Customs, aged 23 years.

The Daily Press.

HONGKONG, AUGUST 10TH, 1887.

The Portuguese gunboat *Rio Lima*, Captain d'Andrade, left Tientsin on the 25th ultimo for Japan.

A native newspaper called the *Yih-wên*, or "Progressive Literature," has been established in Hankow under foreign superintendence.

The *Shen-pao* says:—The Tsung-li Yamên has selected twenty-two officials who are to travel abroad, and they had an audience with the Emperor on the 24th ult.

The *Straits Times* is glad to hear that the Mr. Pickering is making steady progress towards recovery from the wound received lately, and will shortly be able to attend to his duties.

The *Shen-pao* says that the land for the new Tientsin railway (from Kün-Hang Ch'êng to the New Wall), has now been purchased. The total amounts to 1,300 *mu* or about 250 acres.

The C. M. S. N. Co.'s steamer *Pautah* has slipped off the rocks and sunk. Fortunately she was abandoned by the crew on the night previously (30th July), so no loss of life took place.

The Editor of the *Madras Mail* received the distinction of K.C.M.G at the recent Jubilee distribution of honours. We believe this is the first instance of such a high distinction being conferred on the editor of an Indian paper.

An inquest was held yesterday morning at the Mortuary on the bodies of the two men who were killed by the fumes arising from a quantity of dynamite catching fire in the Taitam tunnel. The jury returned a verdict of accidental death.

Prince Chün, in accordance with the Empress's decree, has instructed the Board of Revenue to get ready Tls. 2,000,000 for the expenses of the Emperor's coming marriage. His Highness has been sick recently owing to excessive work.

A Shanghai native paper says that a certain Mandarin, who was a passenger to Hongkong per steamer *Fushun*, which left there on Sunday morning, 31st ult., lost about Tls. 3,000 worth of jewelry. The theft was at once reported to the Police Stations.

The *Chinese Times* says that the British barque *Basuto*, some time ago condemned and sold, has been overhauled and refitted. She left Tientsin on the 25th July for Chefoo, and is said to be intended for the importation of timber from Russia to the northern ports of China.

Another instance of the baneful results of wild speculation in shares transpired yesterday. When the manager of a public company arrived at the office in the morning he found the bookkeeper was *non est*. It is known that he had been speculating in shares and could not meet his engagements.

The *Courier* says the steamer *Haechang* arrived at Shanghai on the 30th ult. from the wreck of the *Pautah*. Mr Pearce, the chief officer of the *Haechang*, is reported missing. He was last seen on the quarter-deck, about 2 a.m. on the 29th ult., and it is supposed that he fell overboard.

The German steamer *Deutschland* arrived at Nagasaki from Hongkong on the 1st inst. with a cargo of coal and sugar,—the sugar for Nagasaki, and the coal for Korea. She has, the *Express* believes, been sold to the Korean Government, subject to delivery at the expiry of her present charter.

As far as we can learn (says the *Free Press*) Sir C. C. Smith is likely to arrive in Singapore from Ceylon in October, probably about the commencement of the month. Sir Cecil and Lady Smith and daughter were fixed to leave Marseilles on the 17th ultimo by the French mail on their return to Colombo.

A Japanese native paper says that some prominent merchants of Tokyo and Yokohama are contemplating the formation of a Dock Co. with a capital of several millions. There is some uncertainty as to whether Kanagawa or Yokohama should be selected as the site of the works. It is probable that the latter will be favoured.

The *Penang Gazette* of 29th ultimo states:—"News has reached Penang to-day of the death of the Sultan of Perak at 2 o'clock yesterday morning. The deceased Sultan Yusuf was only raised to the sultanate last year, having before that been known as the Regent Raja Muda, and at the same time that he got this step in rank, Raja Idris was made Raja Muda, with the right of succession to the sultanate. Raja Idris will therefore, no doubt, be proclaimed Sultan."

The *Japan Gazette* says:—The Pacific Mail steamer *City of New York*, which arrived here from Hongkong on the 30th July, collided with a Japanese schooner off the coast at 11.30 p.m. on the 29th. The lights of the schooner were seen on board the *City of New York*, and a course was shaped to clear her, but when the two vessels were within a short distance of each other the schooner's course was suddenly changed and she ran into the steamer, grazing all along her side. Captain Searle stopped his vessel, and lowered a boat to ascertain whether the schooner had sustained any serious damage. It appeared, however, that the only injury inflicted upon the schooner was the loss of her bow-sprit, and the crew declined to be taken on board the *City of New York*, or any other assistance, merely desiring to known the name of the steamer.

The Nagasaki *Rising Sun* says:—The British [illegible] *Romsdal*, from Cardiff, with a cargo of coal and patent fuel for the British Naval Depot there, was reported to have been within ten miles of the Lighthouse on the afternoon of the 1st inst., but in consequence of a strong head wind and sea she had not made the port up to the time of going to press. The *Romsdal* is a large four-masted sailing-ship, of about 3,000 tons carrying capacity, and up to date is only 105 days out, consequently she has made a remarkably fast passage,—probably the best on record to this port.

The *Hu-pao* publishes the rules under which "Asiatics" are allowed to settle in Tonquin and Annam, and points out that practically the rules are levelled at Chinese, who are almost the only Asiatics who have immigrated. The annual poll-tax ranges from francs 10 to 25, 100, up to 300 francs a head, according to property held, ticket renewable yearly; and the Chinese guild is held responsible for reporting new arrivals. There is also a graduated tax on business establishments, ranging from 61 to 300 francs a year, with restrictions upon emigration until all debts are paid, an emigration tax of 12 francs besides.

The *Straits Times* of the 1st inst says:—"A French transport was signalled on Saturday afternoon, and at one time it looked as if she were heading in to anchor in the bay. The French trooper merely passed through, however, and did not disburse a single sou in the port; formerly the coaling and supplies of these big steamers was a source of considerable profit to Singapore, but the extraordinary policy pursued by our local Government towards the French during the Franco-Chinese affair has effectually banished this trade from our port, and our former clients have now become our competitors, for their coaling station at Saigon seems to be able to meet all the requirements of the navy and mercantile marine of Cochin China."

We hear that the directors of the Hongkong and Shanghai Banking Corporation will, in their forthcoming report, recommend a dividend of £1 10s. per share and that six lacs of dollars be taken from the Reserve Fund to make the fullest provision for all possible losses at Manila. The bulk of this money is wanted, it seems, to provide for loss by Exchange there, the dollar having fallen from 3s. 10d. to 3s. 5½d. since the 31st December last. If trade was to revive in the Philippines there would be a quick recovery in rates, and some of the money provided would be recovered, but the future of Manila exchange is so uncertain that the directors decided that their best policy would be to accept the position and write down the Manila funds to the rate of the day.

Our Tientsin contemporary says that the steamer *Lee-yuen* arrived at that port on the 26th ult. from Newchwang with her third and last cargo of millet and beans. This is the first time a steamer has brought the Manchurian grain tribute, and the improvement upon the junk service has thus been demonstrated. In former years some months were occupied in the transportation of the grain, and great inroads were made upon the cargo by the junkmen. The whole task has now been performed in less than a month, no cargo has been stolen, and the official whose duty it was to inspect the grain was taken up and brought back with the minimum loss of time. A comparison between former and present charges would prove highly interesting. The *Lee-yuen* left Tientsin on the 2*th ult. to visit some of the stations between China and Korea.

The *Japan Herald* has the following:—"If our private information be correct, Captain Selfridge, of the U. S. Navy, would have been wiser had he allowed his removal from the command of the *Omaha* to pass unnoticed instead of posing as a victim. We are informed that from depositions taken at Ikeshima, it would seem that one shell was found on the top of a cliff just in the wake of the village, and that several more unexploded ones were discovered near; whilst—as stated in the Japanese papers at the time—it is deposed that, during the target pratice, several fragments of shells went over and into the village. The island, it appears, is somewhat thickly populated. If these statements prove to be true, the want of care seems still more inexcusable than it did at first sight. It remains, however, to be seen what the evidence for the defence will be."

We have to acknowledge receipt of copy of the fourth annual report of the North China Tract Society for the year ending 31st March, 1887. In the last Annual Report mention was made of the distribution of tracts and copies of the gospels to candidates for the degree of *Chin Shih* at the then recent examination. In connection with this distribution which was arranged for and conducted by the Young Men's Christian Association of Peking, four prizes were offered of different sums of money, amounting in all to Tls. 75, to be paid as a reward for the best essays on the following subjects:—I.—The life, words, and redemptive work, of Jesus Christ. II.—How can man obtain eternal salvation by the gospel of Christ? III.—The best method of putting a stop to the growth, sale, and use, of opium.—129 essays were handed in, of which, however, only twenty-four were by *chu jen*, the others having been written by men who had more or less acquaintance with Christian truth, some of whom were members of the Presbyterian College in Shantung, and others native assistants in the province of Fuhkien.

The mania for the adoption of Western costume has spread from Japan to Korea, and a correspondent of a Japanese vernacular paper announces that at a secret meeting held at the palace in Seoul on the 13th June, it was resolved that all the officers in the army, from generals down to lance-corporals, should wear foreign clothes in future. We gather from this that the army, above the rank of private, have to provide their own clothes, for it had been previously decided that the police should wear a foreign uniform; only the principle, however, of this measure could be adopted, its execution being postponed owing to the absence from the treasury of the funds to buy the necessary materials. It is interesting to see that strict punctuality is demanded of the Korean Ministers, for the same correspondent says that Mr. Kin Ki-shaku, Chargé-in-Chief of the Board of Coast Defence, was ordered to be confined to his house until further notice for being a little late in attending this important meeting. It is worth notice that with all the recommendations to progress that have been given to the Chinese by foreigners, they have never been advised to adopt the foreign costume; in fact, foreigners generally respect the Chinese more for adhering to their national dress than they would do if they abandoned it, as the Japanese are doing.

Says the *N. C. Herald*:—"From different correspondents at Tientsin we learn that Count Mitkiewicz having—provisionally and subject to the approval of his principals—agreed upon the statutes of the "National and International Amalgamated Bank" for Chinese finance, coinage, paper money, provincial funds, construction, contracts etc., with the Viceroy Li, represented by the Taotais Chou-fu, Sheng, and the Ma's, will leave Shanghai for Philadelphia, U.S., at once, as he is under engagement to return to Tientsin within ninety days. He takes with him a letter signed by the Viceroy Li, giving conditional acceptance to the enormous and unexampled proposals of the Polish noble. It would appear that, at the last, the Chinese officials had some misgivings about the consequences of their acts, and the contract or provisional agreement, as it now stands, does not textually exclude competition, and does not in precise terms convey absolute monopolies. Loopholes have been left for extrication or safety. Apparently, and according to the judgment of observers, the business provisionally arranged consists primarily in a well planned scheme to raise or sustain the price of silver. The scheme, in the rest of it, can be split up and subdivided, so that in the end it may come to be a number of separate concessions, each sold to and to be exploited by a separate and distinct copartnery or association. Some of the concessions thus may not be deemed valuable, and in such case would come to nothing; others may be found valuable, and then the concessionaries would sell their interests to people willing to buy. It is said the whole business, with all its mixture of practical and fantastic details, has been arranged between Count Mitkiewicz and the Taotais Sheng and Ma Kien-chang. The inclusion of Mr. George Butler is held to be a sign that the Marquis Tsêng will regard the affair with friendly eyes, and that from that Chinese dignitary support may be expected, other matters notwithstanding. None of the Viceroy Li's foreign advisers, it is said, such as Mr. Detring, Commissioner of Customs at Tientsin, and others, have been consulted; in fact, officially, they are supposed to be ignorant of the affair, and consequently cannot be held responsible for the extravagance of the projects, as a whole."

The Singapore *Free Press* says:—H. E. Sir Frederick Weld has returned from Pahang without having brought the treaty negotiations with the Bandahara of that State to a close. It is hoped, however, that ere long this important question will be settled in a satisfactory manner. The Bandahara appears to be willing to execute a treaty upon the general basis of the Johore treaty, and it is probable that in some such way the relations between the Straits Settlements and Pahang will be put upon a proper footing.

The Nagasaki *Express* says that the Rev. John D. Beugless, U.S. Navy, Chaplain to the flagship *Brooklyn* in that port, died very suddenly on board that vessel, on the afternoon of Sunday, July 31st. The deceased had been in apparently vigorous health during the forenoon of Sunday, and conducted on board the usual religious exercises, his sermon referring to the position that Japan had taken among nations, and her future influence abroad as to Christian and temporal affairs. He partook of tiffin at noon with the other members of the wardroom mess and engaged in conversation for some time. After the close of the meal he retired to his room in the wardroom, for the purpose of taking an afternoon nap, it is supposed. About 2 p.m. the attention of several members of the mess was attracted by a noise of a fall in the Chaplain's room, and upon the curtain of the door being drawn aside he was found prostrate on the floor, unconscious and breathing stertorously. Upon being lifted into his bunk he breathed heavily for a few minutes without recovering consciousness, and at 2.10 p.m. was pronounced dead of apoplexy by Fleet Surgeon Beardsley. The funeral of the deceased took place from the flagship *Brooklyn* at 5 p.m. on the 1st August, Chaplain Carroll Q. Wright, U. S. Navy, of the U.S.S. *Omaha*, officiating. The funeral procession of boats proceeding ashore was accompanied by Rear-Admiral Chandler, U. S. Navy, Officers from the *Omaha* and *Marion*, U.S. Consul Birch, and residents of Nagasaki.

The heavy weather all along the coast and up to Japan has shaken up the coasting steamers considerably, as will be seen by the reports of the steamers recently arrived at Shanghai, and which we give below:—The *Ningpo* arrived at Shanghai on the 3rd inst. from Hongkong and went alongside the wharf at 2.30 p.m. She left Hongkong at 3 p.m. on the 27th ult., and experienced fresh southerly winds to the Lamocks; from there heavy northerly gales with squalls and high easterly swell. At 7.30 p.m. on the 29th she anchored in Hungwha Sound, and remained there until 4.30 a.m. on the 30th, when the weather cleared and she weighed anchor and proceeded with a strong breeze. At 4.40 p.m. she spoke the *Leesang*, off Spider Island, bound to Amoy with Chiarini's Circus and menagerie on board. The vessel was making bad weather of it, but the two elephants could be seen forward, having by all appearances not suffered from any sea malady; in fact taking it all in as regular old sailors. On the 31st, at 4 p.m. the *Ningpo* anchored at the Taichow islands with strong breeze and high sea, with barometer at 29.44. On the 1st August she weighed anchor and proceeded, with strong breeze and squally weather, which increased in violence, and the vessel commenced to work heavily. At 8.45 the foretopmast carried away, coming down with a frightful crash, so she promptly put back to the Taichow group and at 11 a.m. anchored there. At 6.50 p.m. the weather moderated, and she once more hove up for Shanghai, strong breezes prevailing to Steep Island; and from there had moderate and clear weather to port.—The *Meifoo*, which arrived at Shanghai on the 3rd inst., left Amoy on the 29th ult. at 5 p.m. As soon as she got outside a heavy swell from East to E.N.E. and dark threatening weather with strong breeze was encountered. The barometer fell gradually, and there was every appearance of a typhoon being in close proximity. The weather continued squally with rain, and heavy easterly swell until reaching Turnabout when the vessel was put under the lee of Matson. Here the sea was somewhat smoother. Two steamers were passed at anchor under Double Peak, one being the German steamer *Johann*. From there to Fu Yau Island strong squalls with drenching rain prevailed, also high sea from the eastward. This continued through the islands to Bullock Harbour, above which a strong breeze and heavy sea was encountered. The weather became stormy and they therefore anchored under Taichow Islands, the vessel labouring much. Some vessels had already anchored there, amongst them being the *Swatow*, *Tientsin*, *Paumben*, and *Ningpo*. The *Johann* came in later on in the evening and stayed there until next morning, when the *Meifoo* again started for Shanghai and was followed by the *Ningpo* and *Paumben*. When well outside the weather was terrific, and the vessels rolled and tossed about at the mercy of the waves, and so the other captains, thinking prudence was the better part of valour, put back to their former anchorage, leaving the *Meifoo* to plod on alone. That night she anchored, but next morning proceeded on her voyage and arrived at Shanghai safely, everybody on board feeling very exhausted.

LATEST TELEGRAMS.

[FROM "STRAITS TIMES."]

LONDON, 2nd August.

THE GOVERNMENT AND THE IRISH LAND BILL.

Mr. W. H. Smith announced that the Government has decided to drop the Land Transfer and other minor bills, but to persevere in the bill to facilitate the provision of Allotments for small householders, and in that for Tithes Commuting.

PARIS, 3rd August.

FRANCE AND THE ANGLO-TURKISH CONVENTION.

A circular from M. Flourens denies that French opposition to the Anglo-Turkish Convention is due to any feeling of hostility to the British, but that French interests are threatened by the date of evacuation being practically unfixed. If parleying be renewed, and this obstacle be avoided, France will readily support any English proposals.

GENERAL BOULANGER AND M. FERRY.

General Boulanger's seconds insisting on continued firing, and those of M. Ferry consenting only to one shot each at twenty paces, they have all withdrawn, and it is now doubtful if the encounter will take place.

FATAL QUARREL AT YAUMATI.

THE INQUEST.

An inquest was held at the Mortuary yesterday morning, before the Coroner, Mr. H. E. Wodehouse, on the body of Fong Ayau, who was admitted to the Government Civil Hospital on the 2nd inst. suffering from a wound received in the course of a quarrel the same morning, and who died from the effects on the 7th instant.

The jury were as follows:—Messrs. H. M. Thomsett, G. J. Sequeira, and Piu Rai.

The first witness called was Dr. Marques, who said—The body is that of a Chinaman about 25 years of age. He was admitted to the hospital about 8.30 a.m. suffering from a punctured wound on the right side of the abdomen. He died on 7th inst. about 8 p.m. I have made a *post mortem* examination and found the abdomen full of a brown fluid, the intestines were dilated. Death resulted from peritonitis. The wound had been inflicted by a sharp instrument. The body in other respects was healthy.

Kwon Aping, shopkeeper at Yaumati stated—On 2nd inst., at about 7.30 a.m., two men named Ng Asoi and Ng Atu came to my shop and asked deceased, who was employed by me, for three dollars which they said he owed them. I heard deceased say he would pay them on 4th inst. Ng Atu said he wanted the money at once. Ng Atu and deceased had been fined at an earlier date for fighting and quarrelling about the same debt. Deceased said he was unable to pay the money at the present moment. Ng Atu threatened to stab deceased unless he paid. Ng Asoi immediately took out the sharp instrument produced, and stabbed him in the side. I said "You have killed him," and then called out "Save life." Ng Atu said, "If you say anything I will kill you." He took a chopper from his sleeve and struck me on the head, cutting it open. Both men then ran away. My cook followed Ng Asoi until he met some police constables, who gave chase and arrested him. Ng Atu was also afterwards arrested. Deceased was taken to the Police Station and thence to the hospital. The attack took place in my shop. The men brought the chopper and other instrument with them. Ng Atu told Ng Asoi to stab deceased. Deceased had no weapon; he did not strike the two men. Ng Atu threatened to kill deceased before he called out to Ng Asoi to stab him. He also threatened him on 31st ult. when he was fined.

Kwan Aling—I am in the employ of the last witness. About 7.30 a.m on 2nd inst. I was in the road in front of the street. I saw the two men now in court come to the shop. They went in and remained there. I did not hear what was said inside, but I saw Ng Asoi stab deceased with the instrument produced and also saw Ng Atu strike my master with the chopper. They both then ran away. Deceased did not attack either of the men in any way. I did not actually see Ng Asoi stab the deceased but I saw him with the instrument in his hand and deceased was bleeding from a wound.

Pong Asun, cook employed by the first witness, said—On 2nd inst. about 7.30 a.m. I returned from market and saw the two men in court come into the shop. Ng Atu asked the deceased for money. Deceased promised to pay the debt on 4th inst. Ng Atu refused to accept on that date and pressed for payment at once. Deceased said he was unable to pay then. Ng Asoi then stabbed deceased with the instrument pointed out. My master called out "Save life" and Ng Atu then struck him on the head with a chopper. Both men then ran away. I followed Ng Asoi, and on meeting two Police constables I told them about the affair. They arrested Ng Asoi. I do not know when Ng Atu was arrested. They brought their weapons with them to the shop. I did not hear them threaten deceased before he was stabbed. I did not hear Ng Atu tell Ng Asoi to stab deceased. I think Ng Asoi intended to kill deceased. Deceased did not offer any resistance.

Leung Asun, cook, employed in the next shop to deceased's, said—On 2nd inst., about 7 a.m., I was in my shop when I heard a noise next door. I went outside and looked in at the door. I saw Ng Asoi stabbing deceased with a long, sharp instrument. Almost immediately afterwards I saw Ng Atu cut open the head of the first witness with a chopper. The men ran away. I did not see them caught. I went to the door because I heard cries of "Save life." Deceased and the first witness were not offering any resistance.

P.C. 646 stated that on 2nd inst. about 8 a.m. he was in the Station at Yaumati. He heard cries of "save life" in the streets and ran out. He saw deceased coming towards the Station following Ng Asoi. Deceased called out "I am stabbed; that is the man." He (witness) called out to P.C. 231 who arrested him. They brought him back to the Police Station and the deceased again declared that Ng Asoi was the man who stabbed him.

P.C. 221 stated that on 2nd inst. about 7.30 a.m. he was on special duty near Yaumati Station. He saw Ng Asoi running away, and having suspicions he arrested him. Some people came up in a few minutes and said that he had stabbed a man. He (witness) took him to the Police Station. Deceased was at the Station and said that Ng Asoi was the man who had inflicted the wound. Deceased said that Ng Atu had also taken part in the affair. He went to No. 21 in Kung Cheung and upstairs found Ng Atu under a bed. He arrested him and told him with what he was charged. He said that he was not the one who stabbed deceased. Witness then took him to the Police Station. Deceased was not present at the time.

Police Sergeant Mackay said—I am in charge of Yaumati Station. About 7.30 a.m. I was called into the charge room and found deceased sitting there. I examined him and found a wound in his right side. He appeared to be in great pain. While I was examining him the last witness brought Ng Asoi to the station. Deceased pointed out Ng Asoi as the man who had stabbed him. I asked deceased why he had been stabbed and he said Ng Asoi had stabbed him because he owed him some money and was unable to pay it. I asked Ng Asoi what he had to say to that and he refused to give any answer. I sent deceased to the hospital. I sent P.C. 221 to arrest Ng Atu, and in about an hour afterwards he returned with him. I went to the shop where the attack took place. The shop was in great disorder. There was a quantity of blood on the floor. I also found on the floor the chopper and skewer produced.

Lo Yau, interpreter at Yaumati Station, said he was present when Ng Asoi was brought to the Station. Deceased said "That is the man who stabbed me. I owed him and Ng Atu three dollars and they came to the shop with over ten men to beat me."

This concluded the evidence.

After a short deliberation the jury said they found that deceased died from the wound inflicted by Ng Asoi at the instigation of Ng Atu, and they therefore returned a verdict of manslaughter against both prisoners.

SUPREME COURT.

9th August.

IN BANKRUPTCY.

BEFORE THE HON J. RUSSELL, ACTING CHIEF JUSTICE.

IN THE MATTER OF TSOI SHING YING.

Mr. Wilson, of Messrs. Wotton & Deacon, appeared for the bankrupt, who applied for adjudication, which was granted.

IN ORIGINAL JURISDICTION.

BEFORE THE HON. J. RUSSELL, ACTING CHIEF JUSTICE.

THE NETHERLANDS INDIA STEAM NAVIGATION CO., LIMITED, v. JAMES MACGREGOR AND OTHERS, OWNERS OF THE STEAMSHIP "GLENFRUIN" AND CARGO.

The Acting Attorney-General (Hon. E. J. Ackroyd), instructed by Mr. Wilson, of Messrs. Wotton and Deacon, appeared for the defendants to make application that the report of the Registrar should be confirmed and the money in court paid out.

In the collision case of the *Glenfruin* and *Camorta* tried in Admiralty judgment was given for the *Glenfruin*. The Netherlands India Steam Navigation Company, the owners of the *Camorta*, then entered a suit for limitation, and in accordance with the decision in that suit they had paid into court £8 per ton in satisfaction of the *Glenfruin's* claim.

The Registrar reported that the amount in court at present was $111,631.98, together with interest at the rate of 3 per cent. per annum from 19th May, 1887. There were twenty-two claims amounting to $149,842 (American gold dollars), $186, Taels 318.85, and £29,037, and the amounts allowed, after deducting proceeds of sale of cargo, were £28,264 17s. 6d., $146,532.96 (American gold dollars) less £8,181 8s. 6d., $186 (Hongkong dollars) less 1s. 6d., and Tls. 318.85. In addition to the claims above mentioned Messrs. MacGregor, Gow, & Co. had expended a sum of £1,036 6s. 7d. for expenses connected with the collision, and as this amount was expended on behalf of the cargo owners as well as of the shipowners the Registrar thought it ought to be paid in full out of the sum in court before any division was made.

The report of the Registrar was confirmed and the amount in court, after payment of the £1,036 due to Messrs. MacGregor, Gow, & Co., was ordered to be divided *pro rata* amongst the claimants.

IN APPEAL.

BEFORE THE FULL COURT.

CHUN KOK, APPELLANT, EUENSON, DEFENDANT.

Mr. Brereton, instructed by Mr. Wilson, of Messrs. Wotton and Deacon, appeared for the appellant, and the Acting Attorney-General (Hon. E. J. Ackroyd), instructed by the Crown Solicitor (Mr. A. B. Johnson), for the respondent.

This was an appeal from a conviction by the Police Magistrate, Mr. H. E. Wodehouse, under the Opium Ordinance, on the prosecution of Inspector Euenson.

Mr. Brereton said the appellant was convicted under section 6 of the recent Opium Ordinance and sentenced to pay a fine of $500 with the confiscation of the opium. The facts of the case were shortly these. On the 29th May the appellant purchased a chest of Patna opium and took it on board a junk then lying in the harbour. As usual under such circumstances, he had broken up the chest and divided the forty balls into two lots, putting each lot of twenty balls into a separate box under lock and key. The reason for this was that they were able to stow it away better and if thieves came on board they were not so likely to make away with it as if it still had the outward appearance of opium. The opium remained on board until the 10th June, when Inspector Euenson came on board and found it, and charged the appellant under section 11. That section applied to the removal and transhipment of opium. The Magistrate convicted him under section 6, which applies to the possession of opium in quantities less than one chest without a certificate. That section, he submitted, did not apply to the case at all, firstly, because the opium which formed [illegible] the prosecution was purchased and [illegible] possession of before the Ordinance came [illegible], that was, on the 29th May. In the [illegible] assuming that section 6 applied to such [illegible] not affect the opium in the present [illegible] as it applied only to quantities of [illegible] one chest and not to the full contents of a chest of opium.

The Acting Chief Justice—So you contend he might have had parcels of three or four catties if the aggregate amounted to a chest.

Mr. Brereton said he contended that if the aggregate amounted to a chest or more than a chest the section could not apply. The object of the Ordinance was to regulate and place restriction on the trade in crude opium, which previously had been free and unrestricted. In order to carry out that object there were two sets of circumstances to take into account. The first was with regard to transactions after the Ordinance came into force, and the second with regard to cases where persons had obtained possession of opium before that event. The first fifteen sections dealt with cases in which opium was obtained possession of after the Ordinance came into force, but when they came to section 16 they had a different set of circumstances. That section required holders of opium at the time the Ordinance came into force to give an account of their stocks. Now if any section of the Ordinance applied to this case it was section 16, but he submitted that though it might apply in one sense, in no sense could it be said there had been a breach of that section. Coming back to section 6, that section could not possibly apply to opium purchased before the coming into operation of the Ordinance as it would be impossible for the person having the opium to obtain a certificate from a licensee, because the licensees were only appointed on the Ordinance coming into operation. The same remark applied to subsection *b*, because the purchaser could not have got the opium under an official export permit, because those permits were not issued until the Ordinance came into operation, whereas the opium in the present case was purchased on the 29th May.

His Lordship asked Mr. Brereton what authority he had for saying the Magistrate found the opium was purchased on the 29th May.

Mr. Brereton read the case stated by the Magistrate, which was to the effect that the question of law for the court to decide was whether assuming the opium had been purchased in a full chest on a date before the commencement of the Ordinance and was opened and repacked in two boxes in ignorance of the definition of a chest of opium in the Ordinance the appellant was legally convicted of having opium in his possession in quantities of less than one chest without a certificate from a licensee or an export permit. Evidence was produced for the defence to show that the opium was purchased on the 29th May. The Magistrate did not go into the merits of the alleged ignorance of the law or the alleged purchase before the operation of the Ordinance, but held that even assuming what the appellant said to be true a breach of the Ordinance had nevertheless been committed.

The Acting Chief Justice—How can you say he found it as a fact if he did not enter into it?

Mr. Brereton argued that the court must accept the fact as proved, as it was not the appellant's fault that the Magistrate did not enter into the merits. The appellant offered full evidence. What the court had to deal with was simply a question of law on the facts as stated. He would also remind the court that Mr. Wodehouse did hear the evidence.

The Acting Chief Justice—But he did not decide that question. It would have saved some trouble if he had found the opium was purchased on the 29th May and was in the possession of the man on that date. He has not found it as a fact, but has left it open, and the court is asked as a question of law whether, assuming it to be so, the man was legally convicted.

Mr. Brereton contended the Court was justified in coming to the conclusion the opium was purchased on the day stated. He went on to argue that even if section 6 applied, it was only to small quantities and not to the full contents of a chest. The Ordinance defined a chest of opium as "the package, with the opium therein, such as is usually imported by merchants in the colony," but that was for a different purpose, and when they came to deal with quantities less than one chest they must take the words in their ordinary meaning, namely, quantities less than the contents of one chest. In this case there were forty balls, which amounted to a chest.

The Acting Chief Justice—Why did you not come in under section 16 and make a declaration that you had the opium in your possession?

Mr. Brereton said the Court could not assume the appellant did not make a declaration; it was for the prosecution to prove that he did not do so. But he submitted that under section 16 the only circumstance under which a penalty could be inflicted was when the officer demanded an account in writing and it was refused, and then the penalty was a fine not exceeding $500 but without forfeiture of the opium. In the first part of the section holders were required to give account of stocks, but there was no penalty provided for their neglect to do so; the penalty was simply for refusing to give an account in writing when demanded by the officer. But there was no attempt in this case to bring the appellant under section 16, and he contended the conviction under section 6 ought to be quashed and the penalty returned.

The Acting Attorney-General said there were certain sections of the Ordinance which could only apply to things that happened after the coming into operation of the Ordinance, but section 6 was general, and provided that no person should have in his possession opium in quantities of less than one chest without a certificate from a licensee or an export permit. But it was necessary to make some provision for those who had opium in their possession at the time the Ordinance came into effect, and therefore section 16 required them to give an account of their stocks. On the day this opium was found, the 10th June, the Ordinance had been in operation ten days, and no account had been given by the appellant. Therefore the Magistrate was perfectly justified in finding the appellant was in possession on that date of opium which was not covered either by a licensee's certificate, an export permit, or section 16. If the opium was in the possession of the appellant on the 1st June his duty clearly was to declare it, but as he had not done so he came under the provisions of section 6. Something had been made of the words used by the Magistrate in his statement of the case that he "did not enter into the truth." But the Magistrate said he found the appellant was in possession of the opium on the 10th June. Now what could be his defence? That the opium was purchased on the 29th May and that in ignorance he repacked it. Well, assuming that to be so, he was still within section 6, because he had no certificate or export permit and he was deprived of the defence he would have been able to make under section 16 had he declared it. Section 6 made no exception in favour of opium purchased before the coming into operation of the Ordinance, nor was it necessary to do so, because such opium was covered by section 16 if the holders declared it. With respect to the meaning of the words "less than a chest" he submitted the intention of the legislature was quite clear, and that they meant opium in anything else than the package in which opium was usually imported. He did not know what else the Magistrate could have done had he gone into the merits and found the opium was purchased on the 29th May. If the appellant was going to export it he should have taken out an export certificate at once; if he was going to keep it he should have declared it.

Mr. Brereton, in reply, argued that whether the quantity of opium found was in law less than a chest or not it would nevertheless have been impossible for the appellant to comply with section 6 if the opium was purchased before the Ordinance came into operation, and the law did not require an impossibility.

The Acting Chief Justice, in delivering the judgment of the court, said the case came before the court under section 7 of Ordinance 4 of 1858 and appeared in the form of a case stated. Mr. Brereton had pointed out that if the appellant had the opium in his possession on the 29th May it was impossible for him to have it covered either by an export permit or a certificate from a licensee, because there was a separate provision to apply to opium in the possession of persons when the Ordinance came into operation. Section 16 clearly intended that any person having opium in his possession should go to the proper officer and report it. Now, the penalties were different. In the first case, if the opium was taken possession of by this man after the 1st June he was liable to a penalty of $500 and forfeiture of the opium unless he could show he had purchased it from a licensee. The opium being worth about $500 a chest that would be practically a fine of $1,000. But the Magistrate had not found whether he had the opium on the 29th May or not. If he had it on the 29th May it was clear he ought to have been punished under section 16, which provided a penalty of $500 without forfeiture of the opium. The court therefore thought the case ought to be sent back to the Magistrate with a direction to come to a determination whether the opium was in the appellant's possession on the 29th May. If so he must act under section 16 and inflict a fine of $500 without forfeiture of the opium. On the other hand, if he took possession of it any time after the 1st June the conviction was good. It was unfortunate the Magistrate did not go into the merits of the case, because if it had been found as a matter of fact that there was merely a technical breach of the law he probably might have reduced the penalty. He was bound to forfeit the opium if the appellant took possession of it after the 1st June, but he might have inflicted a small fine, and if he came to the conclusion that the man got possession of the opium in ignorance he might have made representations to the Government which might have led to the return of the opium. Under section 7 of the Appeal Ordinance the case would be referred back to the Magistrate with an expression of opinion that he ought to determine whether the appellant was in possession of the opium on the 29th May, and if so to deal with it under section 16; whereas on the other hand, if it got into his possession after the 1st June the Magistrate was legally right in convicting him and fining him $500 and forfeiting the opium. If the Magistrate had gone into the merits and found the man was acting ignorantly he might have imposed a less penalty.

IN SUMMARY JURISDICTION.

BEFORE MR. A. J. LEACH, ACTING PUISNE JUDGE.

SUI HING CHUEN v. TSANG SAM.

Mr. Dennys appeared for the plaintiff, and Mr. Ewens for the defendant.

His Lordship gave judgment as follows:—In this suit the plaintiff seeks to recover from the defendant $340 in respect of an agreement, or memorandum of agreement, dated the 20th January, 1886, which the defendant signed as surety for one Wong Yuk Ts'ing, who also signed it. The agreement is in Chinese and the translation of it, which was made by the Acting Registrar-General at the request of the Court and by consent of the parties, is as follows:—"Wong Yuk Ts'ing and P'un Tsz Fan, the parties drawing up this receipt for bargain money, having bargained with Mr. Sui Heung-ts'un" (the plaintiff) "for several hundred tons of white sand, it being distinctly agreed that the price is to be at the rate of $1.80 a ton, and that when the sand arrives the cost of removal is to be attended to by the purchaser, receive herewith $200 bargain money. A limit of two months is fixed, within which to change this into a contract for delivering white sand of the original muster; the dealings in which must be with Sui Heung-ts'un and which cannot be sold to another party," &c. The plaintiff's claim of $340 is made up as follows: he claims the return of the $200 mentioned in the above document on the ground that the principal Wang Yuk-ts'ing has not carried out the agreement, and he also claims $140 by way of damages for the breach of the contract under the following circumstances which he has proved to my satisfaction. The plaintiff having made this agreement or memorandum with the defendant and his principal, and having either previously thereto or contemporaneously therewith, made verbal arrangements with one Ayow to supply him (Ayow) with sand at $2.50, i.e. at a profit of 70 cents on his purchasing price from the defendant's principal, receives from Ayow on the 17th Feb. 1886, a written order to supply Messrs. Russell & Co. with 300 tons of sand at the price already named, to be delivered in lots of 100 tons every four months. In pursuance of this order he supplies the first lot of 100 tons of sand, but owing to no sand having been delivered to him by the defendant's principal (and as he alleged by his default) he is compelled to purchase from some one else at $2.50 per ton, and thus makes no profit on the resale—and claims accordingly $70 as damages for this loss of profit, and he also claims $70 in respect of the second lot of 100 tons which he never actually supplied but on which, had the arrangements between the parties been carried out, he would have made a similar profit. I did not gather that he made any claim in respect of the third lot of 100 tons of sand. Before going further into the case I will pause to consider the effect of this agreement or memorandum of the 20th January. The first thing that strikes one on perusing it, is that on the face of it, it is not intended to be the final agreement between the parties. We have the words "a limit of two months is fixed within which to change this" (meaning this document) "into a contract for delivering white sand, &c.," then it is stated to be a receipt for bargain money, and although it contains some of the terms which no doubt would be contained in the final agreement, it omits to make mention of two very important terms, the amount of sand, and the time within which it is to be supplied. The omission of these two terms and the express words of the document point clearly to the fact that it was intended to execute a further and final agreement—and that it was not a concluded agreement. The document itself would appear to be really a receipt for the bargain money which was paid by the plaintiff on the date of the document, and a memorandum of the terms (though not the whole of them) of the intended final "contract for the delivery of the sand." It seems to me there was in fact no contract for delivery of the sand, there was no doubt an agreement to execute such a contract, but until it was executed no damages could be recovered for the non-delivery of the sand, and that is in effect what the plaintiff seeks. He claims the $140 partly in respect of the non-delivery of sand prior to the expiry of the two months mentioned in the agreement and partly for the non-delivery of sand subsequent to such time. He cannot recover for this part of his claim. With reference however, to the bargain money of $200 which the plaintiff has proved to my satisfaction that he paid to the defendant for his principal and for which the defendant admitted in his evidence that he was responsible, the case is different, and I think the plaintiff is entitled to succeed. The plaintiff paid the money in earnest of his good faith, and there is a complete failure of consideration for it. There is absolutely nothing to support its retention; and indeed if my memory serves me no serious argument in favour of its retention was put forward. I have but little faith in the evidence of the defendant and his principal that the sand was offered to the plaintiff, which he on the other hand denied. Had it been so offered they would have been able to give particulars of the time, place and circumstances of the offer, but this they failed to do and their evidence on this point and other facts in the case, to which it is not necessary to allude further, was most unsatisfactory. On the other hand the evidence of the plaintiff and his witness Hoi Cheung, which was well given and untouched in cross-examination, satisfied me that the plaintiff on his part did tender a draft of the final contract between the parties which the defendant and his principal ignored at the time and now disavow. Judgment for plaintiff for $200 and costs.

YUNG KING v. LEONG AYON, $80.

Mr. Dennys appeared for the plaintiff and Mr. Caldwell for the defendant.

In April last the plaintiff had the steamer *Deuteros* under charter and he entered into a sub-charter with the defendant for a voyage to Singapore. Six lay days were allowed and demurrage was fixed at $80 a day. Five of the six lay days were used in Hongkong, and, according to the plaintiff's case, two in Singapore, making seven in all. The defendant's case was that only one lay day was used in Singapore. The case resolved itself into a simple question of fact as to whether the vessel arrived at Singapore on the 7th May or the 8th. For the plaintiff several Chinese witnesses were called to prove that the vessel arrived on the 7th, and a document was put in which was given by a man on board said to be the defendant's agent containing a statement to the same effect. This man was called for the defence and said he was simply a contractor for the passengers' food. He gave evidence that the arrival took place on the 8th. He admitted having written the document produced, but said he only did so because he was asked. Being pressed in cross-examination he said he said the vessel arrived in the outer harbour on the 7th but did not arrive at the wharf until the 8th, but he did not know whether she ever anchored or not. In reply to the Judge he said the vessel might have been in the harbour without his knowing it. He did not see her anchor, so he said she did not. The defendant knew nothing about the matter himself, but denied statements made in the evidence for the plaintiff to the effect that he had frequently been applied to for payment and had led the plaintiff to believe that he intended to pay. He said he had chartered a ship to the plaintiff, and as the plaintiff did not pay the charter money he telegraphed to Saigon to stop the cargo, and then he was served with the summons in this case, which was the first he had heard of the claim. His agents at Singapore where Messrs. Paterson, Simons and Co. and application ought to have been made to them at the time. As he had heard nothing from them he concluded there had been no demurrage. The witness incidentally mentioned in the course of his evidence that he had a hospital at Canton and went there for ten days every month to look after it.

Mr. Caldwell offered to pay the amount claimed and costs into court to await the evidence of the captain of the *Deuteros*, which he said was the only proper evidence as to the date of arrival.

The case was adjourned for a fortnight on these terms.

POLICE COURT.

9th August.

BEFORE MR. H. E. WODEHOUSE.

OPIUM CASE.

Fung On was convicted of having in his possession a quantity of opium without having a valid certificate from the opium farmer.

He was fined $100, or in default three months' imprisonment with hard labour.

Li A Sing was convicted of a similar offence and was fined $15 or fourteen days' imprisonment.

THE STANLEY STREET CASE.

The twenty-four men charged in connection with this case were brought before his Worship and remanded for one week.

THEFT FROM MESSRS. KELLY AND WALSH'S.

The case was remanded till Thursday morning at ten o'clock.

THE RENDITION CASE.

This case again came on for hearing and was remanded for one week.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE PUBLIC HEALTH BILL.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Are the Government really so very anxious to promote the health and welfare of the Colonists, or is it mostly talk, a seeking after *kudos*, and a neglecting of plain, simple, and straightforward duties for the excitement of endeavouring to carry out pet schemes and personal fads?

Market gardening, for instance, is undoubted drudgery. To do the same things in the same months in every following season. The same may be said of most of our Government departments. Shopkeeping is lively compared with the never-ending routine of nine-tenths of the work performed by those employed in the Government offices of a Crown Colony, whilst the manager of a business house may enter into transactions in tea or silk or any other staple to the extent of ten thousand pounds, or even much more in an afternoon, and a Bank agent buy and sell exchange in a single day to ten times that amount, the head of the Public Works department, and even of the Sanitary Board is inexorably limited, unless by the express permission of the Finance Committee, confirmed by the Legislative Council, to the expenditure of fifty dollars. Fifty dollars! why, a junior clerk thinks a flutter in Banks or Docks to the tune of fifty thousand dollars a very ordinary affair. What wonder then that our heads of departments should weary of living simply useful lives. They have no hope of medals, Victoria Crosses, or even of being mentioned in despatches. The only chance is to make a running in some one or other of the popular hobbies of the day. What then more natural than that one should try to come to the front in connection with a notable reform? It is the way of the world, and all that the rent and rate payers of the colony have to take care of is that it be not done at the cost of the neglect of really necessary work, very much of it is drudgery no doubt, but still requiring to be done. For instance, why should not our streets be watered? Oh! there is nothing new in this, streets are watered everywhere, all the world knows about watering streets, its sanitary importance and all that sort of thing. Besides, the hoops have fallen off the buckets, and they must be mended, and by the time they are ready the rain will come, never mind for a few days, next dry season we must have all prepared beforehand. So we are poisoned with dust of all abominations constantly inhaled, and our shopkeepers discouraged, and impoverished by dirt and dust, to exclude which is simply impossible. Again, so strong does the urinal at the North of the Clock Tower smell that I distinctly noticed it whilst standing in Wyndham-street yesterday. I went round and examined it. The construction is decidedly faulty. The flow, instead of being confined within the narrow limits of Jennings' patent porcelain arrangements, is shed abroad "like rivers of waters in the streets." The surface thus exposed to evaporation is enormously in excess of what is needful. Besides this, instead of it being sweet and clean, it is abominably coroded, and the stench proceeding from it is overwhelming. It is undoubtedly a nuisance of the most pronounced description, and if the honourable member who undertook in the Council Chamber that the arrangement should not become a nuisance doubts my statement, I can only suggest that he be compelled to remain in its near neighbourhood for twenty-four hours when his scepticism would, I am sure, be removed.—Yours faithfully,

NEW BROOM.

Hongkong, 9th August, 1887.

A PASSENGER'S ACCOUNT OF THE WRECK OF THE STEAMER "PAU-TAH."

The steamer *Pautah* left Shanghai a little after eight o'clock on Tuesday, July 19th, in charge of Capt. Petersen, Capt. Lancaster having exchanged steamers with him. We had fine weather all day Tuesday and the forenoon of Wednesday. In the afternoon it became quite foggy and the whistle was blown at intervals of two minutes. Towards sunset it lifted again and became quite clear and afterwards shut in thicker than before. I enquired of the captain what time we should see the N.E. Promontory Light and he said "about eight o'clock." I afterwards made the same enquiry of the second officer, Mr. Jordan, and he said "We shall not reach the light until half-past nine, but we ought to see it about eight o'clock." I remained on deck until eight o'clock and then went below and slept until ten, when I again went on deck and tried to sleep in one of the long steamer chairs as the cabin was small and close. It was clear overhead at this time—but all around us the mist was quite thick, alternately clearing a little and then shutting in again. I walked forward to the bridge and said to the second officer, "Well, Mr. Jordan, how about those lights?" He said "We haven't seen either of them yet, Sir." A remark which made me feel rather uneasy at the time. Shortly after this the Captain came on deck (if my memory is correct), and after a consultation with the officer took a seat in one of the chairs just back of the bridge and said to me as I passed: "This is the trouble, you see, in leaving Shanghai late in the morning, if we leave early, then we make our land before dark which is much better, but I think this will lift now very soon." I then went below into the saloon and lay down for a while on the sofa, but being unable to sleep wandered about the ship rather aimlessly until midnight when we changed watches and I again went upon deck. At this time both the first and second officers were on the bridge, but I did not notice the Captain though he may also have been there. Shortly after twelve I returned to my cabin and removing my overcoat, spread it over the lower bunk and turned-in without taking off either shoes or clothing. I lay there half-awake half-asleep until about one o'clock, when the wind became stronger and the waves dashed upon the port side so that the spray came through the ports on to the bunk where I was lying. At ten minutes past two o'clock I rose again, feeling very uncomfortable from the motion of the vessel, and went above to the bridge. The fog was quite thick, the wind blowing so hard that I could not keep my hat on—and the steamer ploughing through the sea at what seemed to be a reckless rate of speed. Mr. Sadewasser, the 1st officer, was alone on the bridge walking back and forth rapidly and anxiously peering out through his hands in every direction. I did not speak to him but heard him say, as he shook his head, "Oh! this is very bad, very bad!" My head was very dizzy and being weak from sea-sickness I only remained on deck a moment. (I ascertained the next day both from the Captain and 1st officer that they had been together on the bridge at two o'clock—that then the fog had lifted a little and the Captain being very

and had gone below to his room and left word h the 1st officer to call him at once if it grew rse.) I had not been in my berth more than two or three minutes before I was startled by a tremendous crash—which nearly threw me out on the floor. My first thought was that we had collided with a steamer or a junk, but the second crash which was much louder than the first and seemed to extend all along the keel of the ship was unmistakeable. I had heard the same sound once before while on a yacht, and I may say that no one who has ever listened to the melancholy music of rocks crashing through the bottom of a ship ever forgets the peculiar noise or mistakes it for anything else. I rushed out into the saloon and out on the deck and could just make out through the mist the dim outline of a great jagged rock against which the bow of our poor steamer was pounding with terrific force. The sea was breaking against it heavily and dashing the spray almost to the very top.

It was utterly impossible to ascertain anything definitely about our location or condition. We expected the steamer to slide backwards off the rock at any moment or to roll over her side into the sea, as she was listing so heavily to starboard that one could not stand on deck. We struck the rock at 2.15, and although we were only half-a-mile from the N.E. Promontory Lighthouse, the light was perfectly invisible, and remained so until 2.45 when the 1st officer discovered the reflection on the fog and pointed it out to us. By 3 o'clock we saw it quite distinctly. For an hour and a half confusion seemed to reign supreme. Captain Petersen rushed up on deck and called out twice. "Quartermaster, Quartermaster," but no Quartermaster answered. "Call all hands to clear away the boats." But "all hands" *i.e.*, the Ningpo crew, had fled for their lives. In a most cowardly and dastardly manner, they seized the most accessible boat (starboard quarter) cut it loose, jumped aboard and pushed away into the fog before they could be stopped. It was evident at once that the port boats were all useless owing to the list of the ship, the starboard quarter boat was gone, and the after life-boat was filled at once with Chinese who became paralysed with fear and whom no power could move an inch; so the 1st officer called out; "Here, all Europeans come and help get this forward life-boat clear; this is your only hope now." All went to work with a will under the direction of 2nd officer Mr. Jordan and chief engineer Mr. Pierce, but it was very evident that the boat was never intended to be used as it took fifteen men nearly an hour to get it clear and into the water. Material enough in the way of lumber and canvas and ropes and chains and awnings was taken off to have built a good-sized house for a shipwrecked crew. No axes or knives were accessible. I crawled through a deck window into the wheel house to the place where axes are always kept on American steamers, but groped around in vain. The 1st and 2nd Officers then secured hatchets from their rooms and the rest of us worked with pen-knives. Mr. Sadewasser saw that the water cask was full and then proceeded to chop in the pantry door and secured five or six loaves of bread with which we provisioned the boat. Twice we almost gave it up in despair; once when she cracked and creaked so that it seemed certain that the iron rings would be pulled right out of the wood work, and once when she got so jammed against the iron railing that it was only with the aid of blocks and tackle that she was moved at all.

While the life-boat was being got ready several Chinese had climbed over the bow and lowered themselves on to a ledge of the rock and an attempt was made to get a hawser out and make it fast around the top, which was finally successfully accomplished by the aid of the 3rd engineer. Other ropes were then passed to the rock and in this way many of the passengers were transferred and afterwards rescued by the life-boat. I was taken off the rock with my little child at 3.45 by the first boat in charge of 2nd officer Jordan—which also brought all the European passengers and most of the Chinese ladies and children. We pulled some distance away from the wreck and reefs and then landed on a sandy beach about half a mile from the Light-house. The quarter-boat was lying there empty and the crew safely perched on top of the hill. They were promptly compelled to come down and to pull back to the ship for the remaining passengers. The boats plied back and forth until nearly six o'clock when all had been safely landed and were being comfortably cared for by the light-house keepers, of whose kindness to us all I cannot speak too highly.

Shortly after six o'clock a steamer was sighted and we hoisted signals of distress and fired eight guns from the lighthouse. She turned out of her course and came towards us and Capt. Petersen went out to her in a boat. She proved to be the *Velox*, bound from Tientsin to Hongkong with rice, and asked two thousand taels to take us to Chefoo. This charge seemed excessive and as the *Kungpai* of the China Merchants' Co. was expected the next morning, she was allowed to proceed on her course and her offer declined. During Thursday and Friday other steamers passed, some very near, but we were unable to signal them on account of fog. Saturday at 3.15 p.m. the *Tungchow* of Butterfield & Swire's line was sighted, and at 5 o'clock reached the Light-house and took all the passengers on board, the officers and crew remaining by the wreck. At the same time two Chinese men-of-war arrived from Wei-Hai-Wei having got word of the accident from the courier who was despatched to Chefoo on Thursday morning. About six p.m. on Saturday we bade good bye to the *Pautah*; she was still hanging on the rock, sinking a little all the time. Everything aft of the funnel was lost, *i.e.*, it went at once under water and no one gives any hope of being able to rescue it. In the forward saloon and officer's rooms nearly all effects were saved, though the natives swarmed around in junks and sampans and stole all that they conveniently could. Over $1,000 worth of cash was rescued from the forward hold by the first officer, and also some few bales of goods, but the treasure room, being aft, was inaccessible. One of the Chinese cruisers has just returned here and announces that she will probably become a total wreck. She would have become so very quickly had the sea and the wind not gone down soon after the accident.

As to how the accident occurred or who is to blame for it, that is a question upon which I cannot enter. All navigation is mysterious to a landsman, and he is very certain to make himself appear ridiculous in nautical eyes if he ventures to offer any criticism or advice. I am told that the patent log showed us to be twenty miles further than we really were, which statements may be perfectly satisfactory to the sailoric mind, but are inclined to shake the passengers' confidence in these modern nautical appliances. A stern, logical mind, demands an explanation of these defects. "Why are these thing so?" With regard to the appliances for saving life, the *Pautah* was about as poorly off as she possibly could be. The life-belts were the crudest old-fashioned kind, merely bits of cork sewed into strips of canvas and all so rotten as to be well nigh useless. I tossed the first one away and threw the other one down on the deck in disgust. There was not a sign of any life-raft or material for making one, and the boats had apparently not been disturbed from their peaceful resting-places for many a day. I am informed that boat-drill was unknown, a statement which I hope is not true, though it would have been practically of no avail with such a crew as she had on board. We had a few rockets on board but they were without sticks and consequently good for nothing; the gun was away aft and took a salt-water bath immediately.

Perhaps I may also venture to ask why a lighthouse on such a dangerous point (where fogs are of such frequent occurrence), is not provided with a bell or a whistle or something that can be sounded all through the foggy weather. At present there are two guns there, but they are only sounded in answer to a steamer's whistle, *i.e.*, the light-house only signals when a signal is asked for. The landsman is inclined to ask why this same beautiful idea is not carried out with the light-house also—only to show a light when a passing vessel asks for a light—one plan is certainly fully as brilliant as the other. If there had been any kind of a legitimate fog-signal on that point, the *Pau-tah* would never have been wrecked. More than this, the light-house has no means whatever of calling assistance except by the code-flags, which are naturally useless in the frequent mists and fogs. The *Kungpai* passed by us so close that we could have hit her with a rifle from the wreck, and yet we were powerless to summon her aid. I asked the head keeper what their regular signal was, and he said "two guns, Sir, with a certain interval." I suggested that we fired several shots in rapid succession. We fired six times, but she passed by us unconcerned as if she had heard nothing. Common sense would seem to dictate that if two guns is a regular signal never varied from, then any other number of guns should cause a passing steamer to stop at once and investigate the cause, but perhaps common-sense does not apply to matters of this kind. Lastly, I may be pardoned for asking the old time-honoured question as to why a steamer plunges on at full speed at night in a thick fog and off a dangerous coast. The only answer is that they all do it. Yes! They nearly all do it and will continue to do it until human life becomes more sacred and the laws for protecting it more severe and stringent, until safety and not speed is the test of popularity for passenger steamers of every name and kind. I know it may seem ironical and even cruel for me to ask this question, for it was owing to the speed of the *Pautah* that anyone is left to tell the tale. Had she been going slowly on the same course she would probably have rebounded after the first crash and filled and sunk almost immediately; as it was she was going so fast that she literally jumped upon the rock, tearing off her plates like pasteboard and clinging in this way to the jagged points and edges, which pierced her sides and bottom.

The accident called forth the usual incident of a shipwreck, humorous, pathetic, and heroic. Space forbids me to enlarge upon them. The sight of Chinese sailors dressed in foreign silk hose, the variegated attire of the procession that wound its way up the hillside to the lighthouse, the Cantonese firemen regaling themselves with Aglucose Champagne, Horsford's Acid Phosphate and the liquid contents of Harden's fire-grenades, these were enough to cause even a shipwrecked passenger to forget his cares and smile. The Chinese women huddled together in the life-boat lashed firmly to the deck, expecting it by some miracle to float away and save them; the beach strewn with its motley collection of wreckage, the groups of passengers huddled together at the light-house recounting their losses, these were pathetic enough to have called forth the pen of a Dickens. And the heroes, well, to name them would be to mention all the officers, from the captain to the engineers. In one way and another they all worked hard and faithfully, thinking of themselves last of all. I know it is a delicate matter to select anyone's name for mention, but under the circumstances I am sure that all will join with me in bearing testimony to the very gallant conduct of our chief engineer, Mr. Pierce, who from the moment the ship struck until the last box and bale was landed, was untiring in his exertions to save both life and property. Amid the many instances of unselfishness perhaps none was more striking than that of little Walter Fuller, of Chefoo, who having had a life belt given to him took it off and gave it to Freddie Perkins, the young son of Dr. Perkins of Shanghai, saying to him as he did so, "Here, Freddie, you take this, for you can't swim and I can."—*Daily News.*

THE CAPTURE OF CHINA.

During the past fortnight, in Tientsin, series of prodigious financial and industrial operations, partly in a tentative or provisional sense, have been proposed, agreed to with quick acceptance, and—as regards preliminaries—contracted for between the Viceroy Li, represented by the Taotais Chou Fu, Sheug Hon-soon, Ma Kien-chang and his brother, and the Naval Secretary, Lo Fong-loh on one side, and a syndicate or association of bankers and capitalists of Philadelphia, U.S., and other places represented by Count Eugene Stanislow Kostka de Mitkiewicz, a Pole, now a naturalised citizen of the United States.

The names of the Philadelphian syndicate have not been made public, but it is announced—with suppressed ostentation—that the combination has the support of the so-called "silver ring." Names not given, but you will not be far wrong in deeming that such a "ring" should naturally include Messrs. Flood, Mackay and other "Silver Kings." Count Mitkiewicz also has credentials from that sweet and innocent lamb, Mr. Jay Gould, and likewise recommendations from the Secretary of State at Washington, Mr. Bayard. The Chinese Minister at Washington has also given high recommendations. In the dim back ground, partly screened from too bright light, will be found Mr. George Butler.

The first arrangement made is rather obscure, so that I think the Chinese officials—whose acquaintance with compacts of the kind is limited—do not yet see the possible scope of it. The Count and his associates possess—the right word is control—a telephone of rare perfectness. This instrument is to be fitted to certain and not numerous stations under curious limitations. A telephone trustworthy in all weathers would have many advantages over the ordinary recording electrical instruments, but as no record can be kept of the number of words telephoned it would not be easy to fix terms of royalty unless at one annual charge without reference to the scheme of traffic. If the new telephone works well, the public will prefer it, and the ordinary instruments of transmission will be correspondingly disused. Now as the Chinese Telegraph Co. does not buy the telephone, but allows its attachment to the land wires, and profits of royalty will be counterbalanced by the deficits on the Administrator's ordinary modes for transit. The Philadelphian Syndicate, however, lends to the Chinese Telegraph Administration the sum of 2½ millions of taels, silver repayable in silver, at the yearly interest of three (3) per cent. In return the syndicate will supply all materials and apparatus, provide constructors and engineers, and oversee the long new lengths of line which are to be constructed straightway. This arrangement appears to be highly advantageous, and partially but not wholly solves a serious difficulty. I question whether the Chinese quite know what they are doing, but as the arrangement will in the end work well, or should do so, foreign observers regard it with satisfaction. There is also a subsidiary loan of one million taels at low rates of interest, for special ends.

Away from the coast the Chinese land lines have a very small revenue, in fact have to be supported by the profitable lines which run from Tientsin to Canton by way of Shanghai. Until, at some future period, affairs change, the interior lines will scarce pay the cost of working them. When railways stretch over the country telegraphic inter-communication will naturally increase. If the Imperial Government rightly apprehended the necessities of the Empire, a complete trunk system would by this time have connected all the provinces and all considerable provincial towns and cities with Peking for the benefit, convenience and practical conduct of government. The revenue would be small and insufficient, it is true, but the provinces and central state together should guaranty to the Telegraph Administration a minimum dividend on the outlay for making and working the lines. A telegraph system is, in fact, as essential a charge upon government as the army or navy, and to defer electric connections until the lines will support themselves, or pay profit, is folly. The arrangement made, therefore, is incomplete, as a subsidy must be given, but the step is in a right direction. So far good.

It is said the advance indicates a copartnership between the Chinese Telegraph Administration and the Philadelphian Syndicate. If the surmise, based as it is on known facts, is completely justified the sign of change thus given is remarkable indeed. So far China, like Japan, has said to foreigners:—"You may not hold shares in your own names in the China M. S. N. Co. or in the Kaiping coal mine; or in the Chinese Telegraph Administration; no concessions will be given to you on Chinese non-extraterritorialised ground; you may not own mines; if you advance money on mines, no lien or security or mortgage on it will, in your hands, be valid." If any co-partnership in the land telegraphs has been deliberately sanctioned, the gates of exclusion are thrown open. Logically we could ask for and logically obtain in quality of foreigners' rights to own and construct and work railways; to enter into inland steam navigation—one of China's most pressing *desiderata*—acquire and work mines, and have, under full legality, valid liens on mines and other properties. We might have also legal partnerships with Chinese for business away from the treaty ports, and, in fact, should henceforth find that China is open to all or any who wish for entry.

The main business of Count Mitkiewicz which he has concluded provisionally, and subject to the approval of his principals or associates in America, is the most astounding transaction as regards magnitude, that has ever been made since this round world began, with the one sole and singular exception of the arrangement made by Herr Bleichroeder of Berlin and other Hebrew magnates of high finance, to transfer to Germany the indemnity of two hundred million pounds sterling extorted from France in 1871. In magnitude the arrangement made between China, represented by the Viceroy Li and his subordinates, and Philadelphia, U.S., represented by Count Mitkiewicz is not inferior, in fact—if regarded in its tentatives—is larger and much more important. What existing banks will say will soon be heard in dolorous chorus. Just now it appears as if the new American-Chinese financial institute, like Aaron's serpent, will swallow all the rest.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via SUEZ CANAL	Khedive (str.)	A. C. Loggin	Hongkong	P. & O. S. N. Co.	To-morrow, at 4 P.M.
LONDON via SUEZ CANAL	Prometheus (str.)	Webster	Hongkong	Butterfield & Swire	To-morrow.
LONDON via SUEZ CANAL	Chingwo (str.)	R. H. MacHugh	Hongkong	Arnhold, Karberg & Co.	On or about 15th inst.
HAVRE AND LONDON	Narcissus	Duncan	Hongkong	Carlowitz & Co.	Quick despatch.
HAMBURG	Adolph	Westergaards		Eduard Schellhass & Co.	Quick despatch.
LONDON AND HAMBURG	Comet			Carlowitz & Co.	Quick despatch.
LONDON AND HAMBURG	Amaranth	Morisse	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON AND HAMBURG	Osaka	R. Lowe		Pustau & Co.	Quick despatch.
LONDON	John Nicholson	Caslon	Hongkong	Pustau & Co.	Quick despatch.
MARSEILLES via SAIGON, &c.	Ava (str.)	Vimont		Messageries Maritimes	On 18th inst., at Noon.
BREMEN, & PORTS of CALL	Bayern (str.)	Sander		Melchers & Co.	On 1st Sept., at 4 P.M.
VANCOUVER B.C., via KOBE, &c.	Batavia (str.)	Price		Adamson, Bell & Co.	On 26th inst., at 3 P.M.
GENOA & PORTS of CALL	Bormida (str.)	Dagnino	Hongkong	Carlowitz & Co.	On 13th inst., at Noon.
TRIESTE	Elektra (str.)	P. Mersa	Hongkong	O. Bachrach	On 13th inst., at Noon.
SAN FRANCISCO via Y'HAMA	City of Sydney (str.)		Hongkong	P. M. S. S. Co.	On 31st inst., at 3 P.M.
SAN FRANCISCO via Y'HAMA	San Pablo (str.)		Hongkong	O. & O. S. S. Co.	On 20th inst., at 3 P.M.
SAN FRANCISCO	E. Nicholson		Hongkong	Melchers & Co.	Quick despatch.
SAN FRANCISCO	Anna Bertha	Nissen		Pustau & Co.	Quick despatch.
SAN FRANCISCO	Pactolus	Barnham	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Nyl-ghau	Butler	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Granite State	Ross		Pustau & Co.	Quick despatch.
NEW YORK	Benjamin Sewall	S. R. Ulmer		Pustau & Co.	Quick despatch.
NEW YORK	McNear			Carlowitz & Co.	Quick despatch.
NEW YORK	Honolulu			Carlowitz & Co.	Quick despatch.
NEW YORK	P. N. Blanchard	Oakes	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Alice D. Cooper	Saunders	Hongkong	Russell & Co.	Quick despatch.
NEW YORK via SUEZ CANAL	Hankow (str.)	McKenzie	Hongkong	Adamson, Bell & Co.	On or about 14th inst.
NEW ZEALAND PORTS	Whampoa (str.)	Fawcett	Hongkong	Butterfield & Swire	On 13th inst., at 4 P.M.
PORT DARWIN, SYDNEY, &c.	Soochow (str.)	Harris	Hongkong	Butterfield & Swire	On 13th inst., at 4 P.M.
YOKOHAMA via NAGASAKI, &c.	Teheran (str.)		Hongkong	P & O S N Co.	On 12th inst., at 4 P.M.
YOKOHAMA, KOBE, &c.	General Werder (str.)	W. von Schuckmann	Hongkong	Melchers & Co.	To-day, at 1 P.M.
YOKOHAMA AND KOBE	Olympia (str.)	P. Moller	Hongkong	Siemssen & Co.	To-day, at Noon.
KOBE AND YOKOHAMA	Mosser (str.)	Titzck	Hongkong	Russell & Co.	On 12th inst., at 4 P.M.
NAGASAKI, KOBE, &c.	Strathleven (str.)	C. W. Pearson	Hongkong	Adamson, Bell & Co.	On or about 12th inst.
BOMBAY via STRAITS	Deccan (str.)		Hongkong	P. & O. S. N. Co.	To-day, at 3 P.M.
BOMBAY via STRAITS	Kashgar (str.)		Hongkong	P. & O. S. N. Co.	On 13th inst., at Noon
CALCUTTA via STRAITS	Arratoon Apcar (str.)	J. G. Olifent	Hongkong	D. Sassoon, Sons & Co.	On 12th inst., at Noon.
TIENTSIN	Wenchow (str.)	Wyles	Hongkong	Butterfield & Swire	On 18th inst.
SHANGHAI, YOKOHAMA, &c.	New Guinea (str.)	Wale	Hongkong	Gibb, Livingston & Co.	On or about 12th inst.
SHANGHAI	Bayern (str.)	E. Sander	Hongkong	Melchers & Co.	To-day, at 3 P.M.
SHANGHAI	Amoy (str.)	R. Kohler	Hongkong	Siemssen & Co.	To-day, at 4 P.M.
SHANGHAI via SWATOW	Canton (str.)	Bremner	Hongkong	Jardine, Matheson & Co.	To-morrow, at 4 P.M.
BANGKOK	China (str.)	P. Hayes	Hongkong	Yuen Fat Hong	To-morrow, at 3 P.M.
SWATOW, AMOY, &c.	Thales (str.)	Hunter	Hongkong	Douglas Lapraik & Co.	To-morrow, at Noon.

A National and International Amalgamated Bank is to be formed, under Imperial charter, giving sole and exclusive rights as far as regards the Imperial and Provincial governments. The bank is to be supplied by America and China with capital, a huge amount, in proportions to be fixed hereafter, but mainly American. It will establish itself in *all* Chinese political and commercial centres. It will be founded in *all* foreign cities with which China has trade or political interests. It will have the *sole* right to coin money. It will receive and disburse *all* Imperial and provincial treasury funds. It will carry on the finances of the Imperial and Provincial governments. It will act, in a large sense, as a *crédit mobilier*. It will advance funds and construct *all* railways, *all* telegraphs, *all* canalisations, *all* river improvements, *all* systems of drainage. It will take in hand forts, camps, fleets, armies, arsenals, navies, public works. In fact its scope is measureless. Now the first operations of comprehensive banking, paper money, coinage, railways, Yellow River reclamations, etc.—I speak advisedly and on authority of those who have understanding—will deal in the aggregate with sums exceeding 200 millions of pounds sterling.

In Tientsin, as often happens, the fact of the contract is not well known, but the few there who do know regard it and its astonishing concessions with amazement akin to stupefaction. But against it, as there is much of possible good in it, there is no hostility. The French Syndicate was regarded by all foreigners not French with intense hostility, not because it was French, a matter that had nothing to do with the feeling of resentment, but because the methods of procedure were questionable, irritating, unfair, and because the official action in connection deserved repudiation. In Tientsin there is also a very powerful German Syndicate, which all people there regard with favour and respect, because its ways are high minded and fair-dealing. There is no hostility to Count Mitkiewicz—any way a man who deals with hundreds of millions as he puffs his cigarette can disregard them—but none exist. Like Cæsar he came, saw, and conquered. If he can carry out his most enormous schemes, and do it with honourable dealing, China will be quickly transformed for the benefit of the world.—"X." in *N. C. Daily News.*

THE GERMAN MAIL.

The Norddeutscher Lloyd steamer *Bayern*, with the German mail of the 12th July, arrived here yesterday morning. The subjoined telegrams are taken from Ceylon and Burmah papers:—

THE POLITICAL SITUATION IN ENGLAND.

MADRAS, 23rd July.

The *Bombay Gazette* London correspondent telegraphs that there are indications that a political crisis is imminent and that the Ministry will be reconstructed in the near future, Lord Salisbury resigning the premiership to Lord Hartington, who is now believed to be prepared to take office. Some other Liberal Unionists will probably take office with him.

The concession made in regard to the Irish Land Bill by omitting the bankruptcy clauses and empowering the courts to fix fair rents in cases coming before them, following upon the evidence of the waning strength of the party as indicated in the constituencies during the late elections, have greatly weakened the Government and shaken confidence in its stability. This feeling has alarmed the Conservatives, and the *St. James's Gazette* and other organs of the party write in despairing tones and declared that a new combination must be resorted to.

The chief obstacle in the way of reconstructing the Cabinet is the fear that if Lord Hartington and Mr. Chamberlain join the Ministry they and others may lose their seats on presenting themselves for re-election.

Government intend to bring the present session to a close as quickly as possible.

MR. PARNELL ON THE IRISH LAND BILL

LONDON, 22nd July.

In the House of Commons last night, Mr. Balfour announced certain amendments made by Government in the Irish Land Bill. Mr. Parnell then made a speech in which he said that he heartily welcomed the changes made in the Bill, which would as it now stands contribute largely to alleviate the present troublous state of affairs.

THE CRIMES ACT APPLIED TO IRELAND.

LONDON, 25th July.

Ten cities, including Dublin, Derry, Belfast, Cork, and eighteen counties have been fully proclaimed under the Crimes Act, twelve other counties have been partially proclaimed, thus comprising the whole extent of Ireland except portions of Antrim.

THE QUEEN AT THE NAVAL REVIEW.

LONDON, 24th July.

The Queen yesterday held a grand naval review at Spithead. The fleet consisted of 130 vessels of war divided into three squadrons, anchored in two columns in line ahead. The weather was splendid and the whole affair a perfect success. The Prince and Princess of Wales, the Crown Prince and Princess of Germany, King George of Greece, and other royal personages accompany the Queen, while numbers of peers and members of the diplomatic corps, members of the House of Commons, and many thousands of people were present as spectators at this grand display. The Queen in the royal yacht passed between the line of battle ships amid the deafening roar of a royal salute, after which the flag officers and commanders were presented to the Queen on her yacht. At night the whole fleet was illuminated, forming a brilliant finale to the day's doings.

THE KAISER'S MOVEMENTS.

GASTEIN, 20th July.

Emperor William has arrived here.

THE BRITISH GOVERNMENT AND THE BULGARIAN ELECTION.

LONDON, 21st July.

In the House of Commons last night, Sir James Fergusson, Under Secretary of State for Foreign Affairs, replying to an enquiry, said that the question of assent to the election of Prince Ferdinand of Saxe Coburg-Gotha, to the throne of Bulgaria would not be presented to the Treaty Powers, until the sanction of the Sublime Porte to his election had been given.

ENGLAND AND TURKEY.

LONDON, 23rd July.

The *Times* states that Rustem Pasha has presented a memorandum from the Porte to Lord Salisbury in which is suggested the opening of fresh negotiations on a different basis from that on which the Egyptian Convention was founded.

CONSTANTINOPLE, 24th July.

The position of the Turkish Ministry is firmer.

THE SULTAN AND THE CRETANS.

CONSTANTINOPLE, 22nd July.

A proclamation has been issued by Mohamad Pasha, Governor-General of Crete, to the effect that the Porte has acceded to the demand of the Cretans. The document will form an appendix to the Khalipa Convention of 1879.

THE KOLAPORE CUP.

LONDON, 21st July.

England has won the Kolapore Cup with a total score of 710 points. India lost with 640 points.

THE SETTLEMENT OF THE AFGHAN BOUNDARY QUESTION.

LONDON, 21st July.

The *Daily News* states that the Afghan Boundary Question has been settled. Russia gets the territory between the Kusk and Murghab, accepts the frontier line on the Oxus as laid down by the British Commissioners, and renounces her claim to the districts awarded to her in 1873.

LATER.

The settlement of the Afghan Boundary Question has been fully confirmed. Kojat Saleh remains Afghan territory.

LONDON, 23rd July.

The Afghan Boundary Protocol has been signed, and the exchange of ratifications will take place in the course of the week.

APPOINTMENT ON THE INDIA COUNCIL.

LONDON, 23rd July.

The Hon. J. B. Pelle has been appointed to the India Council in place of Sir Ashley Eden.

THE REPORTED DEATH OF THE EXPLORER STANLEY.

LONDON, 20th July.

A report has reached a missionary at Matudi that Mr. Stanley has been shot dead while engaged in fighting natives.

LONDON, 21st July.

The latest advices from the Emin Bay Relief Expedition state that Mr. H. M. Stanley and party left Arrawini for Wadelai on the 2nd of June.

LONDON, 22nd July.

The Emin Relief Committee discredit the reported death of Stanley.

FATAL EXPLOSION AT MASSOWAH.

BOMBAY, 19th July.

News received in Bombay to-day says the main magazine at Massowah has exploded, killing three and injuring twenty men.

THE GHILZAI REBELLION.

FORT CHAMAN, 18th July.

The mutinous regiment belonging to the Herat Garrison, which had deserted and attempted to escape to Kandahar, has been overtaken by Cavalry from Herat and Ghazni and massacred. It is reported that 20,000 rebels are assembled at Atmaghar.

COMMERCIAL INTELLIGENCE.

TUESDAY, 9th August.

EXCHANGE.

ON LONDON.—

Telegraphic Transfer	3/1⅞a3/2
Bank Bills, on demand	3/2⅛
Bank Bills, at 30 days' sight	3/2¼
Bank Bills, at 4 months' sight	3/2⅜
Credits, at 4 months' sight	3/2⅜
Documentary Bills, at 4 months' sight	3/2½

ON PARIS.—

Bank Bills, on demand	3.98
Credits, at 4 months' sight	4.07

ON NEW YORK.—

Bank Bills, on demand	76¼
Credits, 60 days' sight	77¼

ON BOMBAY.—

Telegraphic Transfer	222½
Bank, on demand	223

ON CALCUTTA.—

Telegraphic Transfer	222½
Bank, on demand	223

ON SHANGHAI.—

Bank, at sight	72¼
Private, 30 days' sight	73

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—130 per cent. premium, sales.

Union Insurance Society of Canton, Limited—$83 per share.

China Traders' Insurance Company's Shares—$71 per share.

North China Insurance—Tls. 285 per share.

Yangtsze Insurance Association—Tls. 114 per share.

Chinese Insurance Company, Limited—$225 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$72½ per share.

Hongkong Fire Insurance Company's Shares—$387½ per share, sales.

China Fire Insurance Company's Shares—$80 per share, buyers.

Straits Marine Insurance Company, Limited—$30 nom.

Straits Fire Insurance Company, Limited—$16 nom., buyers.

Hongkong and Whampoa Dock Company's Shares—89 per cent. prem., buyers.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$95 per cent. prem., ex div. sales.

Indo-China Steam Navigation Co.'s Shares—10 per cent. discount.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$50 per share.

Hongkong Gas Company's Shares—$125 per share.

Hongkong Hotel Company's Shares—$200 per share.

China Sugar Refining Company, Limited—$142 per share, sales and sellers.

Luzon Sugar Refining Company, Limited—$60 per share, nominal.

Hongkong Ice Company's Shares—$51 per share.

Hongkong and China Bakery Company, Limited—$110 per share.

Perak Tin Mining and Smelting Company—$10 per share.

Punjom and Sunghie Dua Samantan Mining Company, Limited—$12 per share fully paid up, nominal, sellers.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$35 per share.

Hongkong and Macao Glass Manufacturing Co., Limited—60 per cent. discount.

A. S. Watson & Co., Limited—65 per cent. premium.

Hongkong & Kowloon Wharf and Godown Co., Limited—$149 per share, sales.

Singapore Insurance Company, Limited—$18 per share.

Chinese Imperial Loan of 1884 B—6 per cent. premium.

Chinese Imperial Loan of 1884 C—8 per cent. premium.

Chinese Imperial Loan, 1886 E—6½ per cent. premium.

Chinese Imperial Government 1885 Dollar Loan—1 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

August 9th.

Barometer—9 A.M.	29.900
Barometer—1 P.M.	29.880
Barometer—4 P.M.	29.850
Thermometer—9 A.M.	84
Thermometer—1 P.M.	89
Thermometer—4 P.M.	88
Thermometer—9 A.M. (Wet bulb)	77
Thermometer—1 P.M. (Wet bulb)	80
Thermometer—4 P.M. (Wet bulb)	79
Thermometer—Maximum	89
Thermometer—Minimum (over night)	83

CHINA COAST METEOROLOGICAL REGISTER.

8th August, 1887, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.82	91	69	SW	1	c f	5.00
Haiphong	29.62	89	78	SE	2	o	—
Hongkong	29.75	88	53	W	1	c	—
Amoy	29.81	80	67	W	4	c	—
Foochow	29.75	87	72	SE	1	c	—
Shanghai	29.76	86	61	ESE	3	c	—
Nagasaki	—	—	—	—	—	—	—
Wladivostock	29.82	71	—	SE	1	b	—

9th August, 1887, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Bolinao	29.84	82	—	ESE	2	b	—
Haiphong	29.80	86	77	—	0	—	—
Hongkong	29.86	83	68	WNW	1	b	—
Amoy	29.87	79	91	SW	3	c	0.90
Foochow	—	—	—	—	—	—	—
Shanghai	29.80	85	83	ESE	2	c	—
Nagasaki	—	—	—	—	—	—	—
Wladivostock	29.88	79	89	—	0	f.	—

The Barometer is rising and gradients are gentle over the China Sea. The temperature is rather high, the humidity rather low, and the weather fine.

W. DOBERCK.

Hongkong Observatory, 9th August, 1887.

METEOROLOGICAL REGISTER.

	Previous day, at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.75	29.86	29.80
Temperature	88	83	84
Humidity	53	68	62
Direction of wind	W.	W.N.W.	S.
Force of wind	1	1	2
Weather	c.	b.	b.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 9th August, 1887.

VESSELS ON THE BERTH.

FOR YOKOHAMA AND KOBE.

THE Steamship

"OLYMPIA,"

Captain P. Moller, will be despatched for the above Ports TO-DAY, the 10th inst., at NOON.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, 8th August, 1887. [1506

STEAM TO BOMBAY via STRAITS.

THE P. & O. S. N. Co.'s Steamship

"DECCAN,"

will leave for the above place TO-DAY, the 10th instant, at THREE P.M.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 3rd August, 1887. [1473

FOR SHANGHAI.

THE Steamship

"AMOY,"

Captain R. Köhler, will be despatched for the above Port TO-DAY, the 10th instant, at FOUR P.M.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, 8th August, 1887. [1507

OCEAN STEAMSHIP COMPANY.

FOR LONDON via SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Webster, will be despatched as above TO-MORROW, the 11th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th August, 1887. [1349

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain J. G. Olifent, will be despatched for the above Ports on FRIDAY, the 12th instant, at NOON.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.
Agents.

Hongkong, 5th August, 1887. [1490

UNION LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"MOSSER,"

Captain Titzck, will be despatched for the above Ports on FRIDAY, the 12th inst., at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 8th August, 1887. [1504

VESSELS ON THE BERTH.

STEAM TO YOKOHAMA, via NAGASAKI AND KOBE.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co's Steamship

"TEHERAN,"

will leave for the above places on FRIDAY, the 12th August, at FOUR P.M.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 3rd August, 1887. [1

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"STRATHLEVEN,"

C. W. Pearson, Commander, will be despatched for the above Ports on or about the 12th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 6th August, 1887. [1496

STEAM TO BOMBAY via STRAITS.

THE P. & O. S. N. Co's Steamship

"KASHGAR,"

will leave for the above place on SATURDAY, the 13th instant, at 12 (NOON) O'CLOCK.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 9th August, 1887. [1515

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamer

"ELEKTRA,"

Captain P. Mersa, will be despatched as above on SATURDAY, the 13th instant, at NOON.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, 8th August, 1887. [5

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS, DIRECT

THE Company's Steamship

"WHAMPOA,"

Fawcett, Commander, will be despatched as above on SATURDAY, the 13th inst., at FOUR P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, which is situated amidships upon the upper Deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd August, 1887. [1472

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

"HANKOW,"

McKenzie, Commander, will be despatched for the above Port about the 14th instant.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 3rd August, 1887. [1476

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"CHINGWO,"

R. H. MacHugh, Commander, will be despatched as above on or about the 15th instant.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 5th August, 1887. [1488

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"WENCHOW,"

Captain Wyles, will be despatched as above on THURSDAY, the 18th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th August, 1887. [1501

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, via OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF SYDNEY," will be despatched for San Francisco, viâ Yokohama, on WEDNESDAY, the 31st August, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	335.00
To London	340.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, and Civil Service, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 % from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco in the United States should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 9th August, 1887. [3

FOR SAN FRANCISCO.

THE 3/3 A. I. I. American Ship

"PACTOLUS,"

Barnham, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 18th June, 1887. [1193

FOR SAN FRANCISCO.

THE A. I. British Bark

"ELIZABETH NICHOLSON,"

will load here and will have quick despatch.

For Freight, apply to

MELCHERS & Co.,
Agents.

Hongkong, 2nd August, 1887. [4166

FOR NEW YORK.

THE 3/3 L II American Ship

"McNEAR,"

Shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.,

Hongkong, 16th July, 1887. [1368

FOR SAN FRANCISCO.

THE 3/3 L. I. I. German Barque

"ANNA BERTHA,"

Nissen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 15th July, 1887. [1358

FOR HAVRE AND LONDON.

THE 100 A I British Ship

"NARCISSUS,"

Duncan, Master, will load for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 22nd April, 1887. [829

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; via THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO" will be despatched for San Francisco, viâ Yokohama, on SATURDAY, the 20th August, at 3 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months	350.00
To Liverpool	335.00
To London	340.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy and Civil Service, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year months, will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 9th August, 1887. [4

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"BATAVIA,"

2,553 Tons Register, Price, Commander, will be despatched for VANCOUVER, B.C., via KOBE AND YOKOHAMA, on FRIDAY, the 26th August, at THREE P.M.

These steamers, formerly in the CUNARD Service, have lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to MR. D. E. BROWN, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on Board until 4 P.M. on the 25th August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 6th August, 1887. [852

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON THURSDAY, the 1st day of September, 1887, at FOUR P.M., the Company's Steamship "BAYERN," Captain Sander, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 31st August, 1887. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 9th August, 1887. [7

FOR NEW YORK.

THE 3/3 L. I. I. British Ship

"NYL-GHAU,"

Butler, Master, will load here for the above Port, instead of as previously advertised, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 14th July, 1887. [1357

FOR NEW YORK.

THE 3/3 L I I American Ship

"ALICE D. COOPER,"

Saunders, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 29th July, 1887. [1450

FOR HAMBURG DIRECT.

THE 3/3 L. I.I. German Barque

"ADOLPH,"

Westergaard, Master, shortly expected here, will load here for the above Port, and will have quick despatch.

For Freight, apply to

EDUARD SCHELLHASS & Co.

Hongkong, 21st July, 1887. [1393

FOR LONDON AND HAMBURG.

THE 3/3 L II German Bark

"AMARANTH,"

Captain Morisse, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 2nd July, 1887. [1276

FOR NEW YORK.

THE 3/3 L II British Ship

"HONOLULU,"

Shortly expected here, will load for the above Port and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 16th July, 1887. [1369

FOR LONDON AND HAMBURG.

THE 3/3 L II German Ship

"COMET,"

Shortly expected here, will load for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 16th July, 1887. [1370

FOR NEW YORK.

THE 3/3 L II American Ship

"P. N. BLANCHARD,"

Captain Oakes, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 18th July, 1887. 137

VESSELS ON THE BERTH.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KHEDIVE," Captain A. C. Loggin, with Her Majesty's Mails, will be despatched from this for LONDON direct via SUEZ CANAL and usual Ports of call on THURSDAY, the 11th August, at FOUR P.M.

Cargo will be received on board until 10 A.M. Parcels and Specie (Gold) at the Office until NOON, on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Acting Superintendent.
Hongkong, 3rd August, 1887. [1

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ,
PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS,
MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 18th August, at NOON, the Company's Steamship "AVA," Commandant Vimont, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 17th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 6th August, 1887. [2

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"BENJAMIN SEWALL,"
S. R. Ulmer, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 7th July, 1887. [1306

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. British Bark
"OSAKA,"
R. Lowe, Master, shortly expected here, will load here for the above Ports, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 15th July, 1887. [1356

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"GRANITE STATE,"
Ross, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 7th July 1887. [1305

FOR LONDON.

THE A 1 British Ship
"JOHN NICHOLSON,"
Caslon, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.
Hongkong, 11th June, 1887. [115

FOR SALE.

CHAMPAGNE "MONOPOLE," —HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. "sec" RED FOIL } (dry).
Do. GOLD FOIL } (dry).
DRY Do. do. (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and Japan.
Hongkong, 1st July, 1885. [1268

FOR SALE.

A Collection of about 400 UNPOLISHED GEMS. Can be seen on application at the Office of this Paper.
Hongkong, 26th February, 1887. [433

FOR SALE OR TO LET.

THE Property known as "THE CLIFFS," near Mount Gough—the Peak.
Apply to
ADAMS & JORDAN.
Hongkong, 24th February 1887. [418

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL.
$22............per case of 1 dozen quarts.
$23............per case of 2 dozen pints.
PAUL DUBOIS & Co.'s
CLARET, GRAND VIN LEOVILLE.
$25............per case of 1 dozen quarts.
CLARET, CHATEAU LAROSE.
$13............per case of 1 dozen quarts.
$14............per case of 2 dozen pints.
PONTET CANET.
$9.50.........per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50.........per case of 1 dozen quarts.
$8.50.........per case of 2 dozen pints.
LORMONT.
$5............per case of 1 dozen quarts.
JOHN WALKER & SONS'
OLD HIGHLAND WHISKEY.
$8............per case of 1 dozen bottles.
ALSO,
CUTLER PALMER & Co.'s
WINES AND SPIRITS.
SIEMSSEN & Co.
Hongkong, 1st January, 1884. [19

FOR SALE CHEAP.

3 CYLINDRICAL TUBULAR GUNBOAT'S BOILERS, 150 H.P. each, with fittings, tested to 150 lbs. to the square inch; they are suitable for a vessel about 600 tons, or would be very suitable for driving stationary engines. 1 Large STEAM LAUNCH ENGINE and BOILER. 2 Vertical BOILERS. 1 Steam FIRE ENGINE BOILER. 1 6-H.P. ENGINE. 2 Steam PUMPS. 2 Horizontal and 2 Diagonal Steam WINCHES. 1 Large PLANING MACHINE. 1 DRILLING MACHINE. 2 EMERY TOOL GRINDERS. 1 Patent FAN BLOWER. 5 Boxes TAPS and DIES. 2 Weston's PATENT BLOCKS, 4 and 8 tons. 6 8-tons HYDRAULIC JACKS. 2 double acting HAND PUMPS. 1 5,000 gal. Water Tank. 1 Bradford's Patent STEAM LAUNDRY, capable of washing about 1,500 pieces per day, with Boiler and Engine. 1 Hogging MACHINE for cleaning Ship's Bottoms. 1 Powerful JIB CRANE. 7 new Hand-Power Patent STEEL FLOUR MILLS, by Pursehouse of Wolverhampton. 1 New Patent Hand-Power RICE SHELLING MACHINE, by Nichollson, of Newcastle-on-Tyne.

All the above Machinery are new or as good as new.

For further Particulars, apply to
J. M. ARMSTRONG,
Auctioneer,
Queen's Road.
Hongkong, 24th June, 1887. [1228

INSURANCES.

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Sub-Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.
F. NAUDIN & Co.
Hongkong, 8th August, 1887. [1498

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.
PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [177

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed General Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.
SCHEELE & Co.
Hongkong, 20th May, 1887. [1008

THE NETHERLANDS FIRE INSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.
W. R. LOXLEY & Co.
Hongkong, 24th March, 1887. [608

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

RISKS accepted at CURRENT RATES, with the option to Insurers of receiving an IMMEDIATE CASH DISCOUNT of 10 per cent. in lieu of the BONUS payable, as hitherto, out of the ascertained profits of the Company.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 15th July, 1887. [721

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.
PUSTAU & Co.
Hongkong, 1st April, 1885. [685

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—
On First-class European Tenements ....at ¼ °/. Net per Annum.
On First-class Godowns, & Merchandise stored therein ....at ½ °/. Net per Annum.
On Coals ....at 1 °/. Net per Annum.
On Petroleum in licensed Godowns ......at 1½ °/. Net per Annum.
On First-class Chinese Tenements ....at 2 °/. Net per Annum.
On Second-Class Chinese Tenements ....at 2½ °/. Net per Annum.
DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS,
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.
WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [555

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [13

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [14

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co
Hongkong, 27th March, 1876. [12

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.
GILMAN & Co.
Hongkong, 1st January, 1882. [16

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [968

THE LATEST ADVANCE IN LIFE INSURANCE.
THE NEW YORK LIFE INSURANCE COMPANY'S
5 YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid *immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.*

Prospectus and full particulars may be had on application to
GIBB, LIVINGSTON & Co.,
Acting Agents.
Hongkong, 13th January, 1887. [61

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, 16th July, 1887. [60

"JAPAN GAZETTE." YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.
Hongkong Daily Press Office,
Hongkong, 23rd May 1887.

MAIL EXPECTED.

THE INDIAN MAIL.

The Indo-China steamer *Taisang*, with the Indian mail, left Singapore on the 7th, and is due here on the 13th instant.

STEAMERS EXPECTED.

The Shire Line steamer *Breconshire* left Singapore on the 4th, and is due here on the 10th instant.

The P. and O. extra steamer *Khiva* left Singapore on the 4th, and may be expected here on or about the 10th instant.

The Glen Line steamer *Glenfalloch* left Singapore on the 7th, and is due here on the 13th instant.

The P. and O. extra steamer *Venetia* left Bombay on the 2nd, and may be expected here on or about the 17th instant.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ———, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer at which delivery can be effected.

The Postal Guide for 1886, revised to date will be found in the *Daily Press* Directory, p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Yokohama and Kobe.—Per *Olympia*, to-day, the 10th inst., at 11.30 A.M.

For Amoy.—Per *Fidelio*, to-day, the 10th inst., at 11.30 A.M.

For Yokohama.—Per *General Werder*, to-day, the 10th inst., at 0.30 P.M.

For Shanghai.—Per *Bayern*, to-day, the 10th inst., at 2.30 P.M.

For Straits and Bombay.—Per *Deccan*, to-day, the 10th inst., at 2.30 P.M.

For Shanghai.—Per *Amoy*, to-day, the 10th inst., at 3.30 P.M.

For Swatow, Amoy, and Taiwanfoo.—Per *Thales*, to-morrow, the 11th inst., at 11.30 A.M.

For Swatow and Shanghai.—Per *Canton*, to-morrow, the 11th inst., at 3.00 P.M.

For Straits and Calcutta.—Per *A. Apcar*, on Friday, the 12th inst., at 11.30 A.M.

For Kobe and Yokohama.—Per *Mosser*, on Friday, the 12th inst., at 3.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Teheran*, on Friday, the 12th inst., at 3.30 P.M.

For Bangkok.—Per *Vortigern*, on Friday, the 12th inst., at 4.30 P.M.

For Straits and Bombay.—Per *Bormida*, on Saturday, the 13th instant, at 11.30 A.M.

For Straits and Bombay.—Per *Kashgar*, on Saturday, the 13th inst., at 11.30 A.M.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Ava* will be despatched on THURSDAY, the 18th instant, with Mails to the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (viâ Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH AND GERMAN MAILS.

Day before Departure.

5 P.M., Money Order Office closes. German Mail 4 A.M. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

FOR SALE.

FOR SALE.

ANGLO-CHINESE CALENDAR, 1887, FOR THE DESK,
In RED AND BLACK
In RED IMITATION MOROCCO CASE.
PRICE ONE DOLLAR.
KELLY & WALSH, W. BREWER, LANE, CRAWFORD & Co.

FOR SALE.

AT WHOLESALE PRICES.

SACCONE'S SHERRY, PORT.
CLARETS, CHAMPAGNE.
HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, LAWN MOWERS.
SCALES, BICYCLES.
PAINTS, OILS, VARNISH.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 1st January, 1886. 33

JUST RECEIVED.

GUARANTEED the very best Quality HOLLAND GENEVER or GIN in Cases of One Dozen or less, White Crystal Glass Bottles, Key Brand.

Also GENEVER in Stone Bottles and POMERANZEN BITTERS.

GUNS, RIFLES, REVOLVERS, CARTRIDGES, SHOT, &c., &c., &c.

The RISING HOPE SHAG TOBACCO from Nelle, (Rotterdam.)
J. F. SCHEFFER,
21, & 23, Pottinger Street.
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NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ARRATOON APCAR, Brit. str., Olifent.—David Sassoon, Sons & Co.
FIDELIO, Ger. str., Brock.—Wieler & Co.
NYL-GHAU, Brit. sh., Butler.—Douglas Lapraik & Co.
MOSSER, Brit. str., Titzck.—Russell & Co.
PACTOLUS, Amr. sh., Burnham.—Russell & Co.
P. N. BLANCHARD, Amr. sh., F. H. Oakes.—Siemssen & Co.

SHIPPING IN PORT.

SHIPPING IN HONGKONG HARBOUR.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES	DESTINATION.
Amigo	Aug. 9	Hundewadt	Ger. str	771	Wieler & Co	
Amoy	Aug. 5	Kohler	Brit. str	815	Siemssen & Co	
Arratoon Apcar	Aug. 5	J. G. Olifent	Brit. str	1392	D. Sassoon, Sons & Co	Calcutta
Bayern	Aug. 9	R. Sander	Ger. str	2877	Melchers & Co	
Bormida	Aug. 5	Dagnino	Ital. str	1499	Carlowitz & Co	
Bothwell Castle	Aug. 9	R. J. C. Tod	Brit. str	1653	Adamson, Bell & Co	London
China	Aug. 6	P. Haye	Ger. str	1093	Yuen Fat Hong	
Chowchowfoo	Aug. 4	W. Wendt	Ger. str	796	C. M. S. N. Co	
Crusader	Nov. 19	Rowin	Brit. str	648	Arnhold, Karberg & Co	
Deccan	July 23	P. Casa	Brit. str	3429	P. & O. S. N. Co	Bombay
Decima	July 31	P. Oestmann	Ger. str	965	Siemssen & Co	Saigon
Don Juan	Aug. 6	Marquez	Span. str	654	Brandao & Co	Manila
Elektra	Aug. 9	Chergo	A.-H. str	2092	A.-H. Lloyd's S. N. Co	Trieste
Fatshan	June 15	S. W. Goggin	Brit. str	1425	H. C. & M. Steamboat Co	Canton
Fidelio	Aug. 9	H. Brock	Ger. str	852	Wieler & Co	
Galley of Lorne	Aug. 7	Pomroy	Brit. str	1380	Russell & Co	
Gen. Werder	Aug. 2	Schuckmann	Ger. str	1820	Melchers & Co	Yokohama
Hampshire	Aug. 9	Kernish	Brit. str	1699	Russell & Co	
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	A. H. Benning	Brit. str	1844	H. C. & M. Steamboat Co	Macao
Independent	July 23	Hasenwinkel	Ger. str	871	Wieler & Co	
J. Christensen	Aug. 9	J. Bjerck	Nor. str	1109	M. B. Kaishia	
Kashgar	Aug. 1	C. Gadd	Brit. str	1515	P. & O. S. N. Co	
Khedive	Aug. [illegible]	A. Loggin	Brit. str	2131	P. & O. S. N. Co	Europe
Kinkiang	—	G. B. Lefavour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Kwang-lee	Aug. 9	Wells	Chi. str	1508	C. M. S. N. Co	
Marcia	Aug. 9	McIntosh	Brit. str	1060	Takasima Colliery	
Mosser	July 31	Titzck	Brit. str	1323	Russell & Co	Yokohama
Olympia	Aug. 5	P. Moller	Ger. str	783	Siemssen & Co	Yokohama
Pasig	—	—	Brit. str	284	Chinese	
Phra C. Klao	Aug. 9	Watton	Brit. str	1011	Yuen Fat Hong	
Pilot Fish	—	Stopani	Brit. str	117	H. & W. Dock Co	
Powan	—	J. P. Hoyland	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Prometheus	Aug. 9	Webster	Brit. str	1357	Butterfield & Swire	London
San Pablo	Aug. 6	E. C. Reed	Amr. str	2113	O. & O. S. S. Co	
Septima	Aug. 9	P. Hansen	Ger. str	783	Order	
Soochow	Aug. 8	Harris	Brit. str	1000	Butterfield & Swire	Australia
Strathleven	July 30	Pearson	Brit. str	1588	Adamson, Bell & Co	Yokohama
Teheran	Aug. 9	Seymour	Brit. str	1684	P. & O. S. N. Co	
Thales	Aug. 8	Hunter	Brit. str	820	Douglas Lapraik & Co	Taiwanfoo
Vortigern	Aug. 7	J. Brown	Brit. str	876	Arnhold, Karberg & Co	
Wah Yeung	—	Y. Witt	Brit. str	312	Shing Kee	Canton
White Cloud	—	W. E. Clarke	Brit. str	652	H. C. & M. Steamboat Co	Canton
Yangtsze	July 2	Starling	Brit. str	814	Siemssen & Co	
Yorkshire	Aug. 6	Arnold	Brit. str	1425	Adamson, Bell & Co	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES	DESTINATION.
Alice D. Cooper	July 28	Saunders	Amr. sh	1344	Russell & Co	New York
Allie Rowe	June 9	Phillips	Haw. bg	—	Order	
Amaranth	July 19	H. Morisse	Ger. bk	934	Carlowitz & Co	London
Anna Bertha	July [illegible]	Nissen	Ger. bk	469	Pustau & Co	S. Francisco
Batjan	June 16	Roch	Dut. sch	87	Order	
[illegible]	Aug. 5	Krippner	Ger. sh	1088	Carlowitz & Co	Hamburg
Diamond City	July 16	F. Suss	Siam. bk	261	Yuen Fat Hong	
Eliz. Nicholson	July 15	Geo. Falconer	Brit. bk	904	Melchers & Co	S. Francisco
Erlkonig	July 9	Bruhn	Ger. bk	450	Chinese	
Figaro	July 23	Heinsel	Ger. bk	1007	Melchers & Co	
Johann Adolph	July 9	E. Wiese	Ger. sch	310	Turner & Co	
John Nicholson	July 30	Quine	Brit. bk	585	Pustau & Co	London
Mount Lebanon	May 20	C. H. Nelson	Amr. bkn	510	Gonsalves & Co	Honolulu
Narcissus	July 8	A. Duncan	Brit. sh	1279	Carlowitz & Co	London
Nyl-ghau	July 24	Butler	Brit. sh	1[illegible]52	Pustau & Co	New York
Pactolus	June 17	Barnham	Amr. sh	1114	Pustau & Co	S. Francisco
P. N. Blanchard	July 15	Th. Oakes	Amr. sh	1503	Siemssen & Co	New York
Wachusett	May	C. Oakland	Amr. sh	1519	Pustau & Co	New York
Wand. Minstrel	Apl. 14	Wright	Brit. sch	364	Order	

SHIPPING IN CHINA WATERS.

MACAO.

Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	
Kiung-chow	—	E. Gaine	Brit. str	288	H. C. & M. Steamboat Co	Canton
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	

WHAMPOA.

Canton	Aug. 6	Bremner	Brit. str	1110	Jardine, Matheson & Co	Shanghai
Fero	Aug. 6	Hansen	Ger. str	838	Ed. Schellhass & Co	
Ningpo	Aug. 9	F. Schultz	Brit. str	791	Siemssen & Co	
Vigilant	—	—	Chi. str	—	Chinese	

CANTON.

Ch'ron Kamrye	—	Krag	Siam. bk	419	Chinese	
Colombo	June 10	Griff	Chi. bk	636	Order	
Falcon	—	Jorgenson	Siam. bk	359	Chinese	
Rapid	June 11	Steinbring	Siam. bk	429	Chinese	

SWATOW.

IN PORT ON 30TH JULY, 1887.

Chefoo	July 19	Hughes	Brit. str	614	Butterfield & Swire	

AMOY.

IN PORT ON 4TH AUGUST, 1887.

Aurora	July 28	[illegible] Bernett	Brit. bk	294	Chinese	
Charley	July 24	Gehrk	Brit. bk	359	Brown & Co	
Daniel	July 2[illegible]	P. Vogt	Ger. bk	41[illegible]	Pasedag & Co	
Hak Lee	July 24	Vandel	Dan. bk	290	H. A. Petersen & Co	
Lovisa	July 23	Fritsen	Dan. sch	211	H. A. Petersen & Co	
Mercur	July 25	W. Dick	Brit. sch	249	Pasedag & Co	
Satsuma	Aug. 2	Suenson	Brit. bk	364	Boyd & Co	

FOOCHOW.

IN PORT ON 23RD JULY, 1887.

STEAMERS.

Glencoe	July 22	Geake	Brit. str	1901	Jardine, Matheson & Co	London

SAILING VESSELS.

Bylgia	July 16	Weiss	Ger. bk	333	Chinese	
John Potts	June 16	Cargil	Brit. bk	574	Chinese	
Louise	July 17	Holm	Ger. sch	220	Chinese	

SHANGHAI.

IN PORT ON 5TH AUGUST, 1887.

STEAMERS (EXCLUSIVE OF RIVER CRAFT)

Ava	July 25	Vimont	Fr. str	2147	Messageries Maritimes	
Ching-wo	July 29	Machugh	Brit. str	1556	Alfred Dent & Co	
Carmarthenshire	June 7	Courtney	Brit. str	1[illegible]49	Adamson, Bell & Co	
Glenearn	July 12	Brass	Brit. str	1410	Jardine, Matheson & Co	
Hae-an	Aug. 5	Andrew	Chi. str	920	C. M. S. N. Co	
Hae Cheong	July 30	Danielsen	Chi. str	325	C. M. S. N. Co	
Hankow	July 26	McKenzie	Brit. str	2332	Adamson, Bell & Co	
Hoihow	Aug. 5	Gyles	Brit. str	899	Butterfield & Swire	
Ichang	Aug. 5	Goodfellow	Brit. str	1048	Butterfield & Swire	
Ingeborg	—	Kieffel	Brit. str	437	Russell & Co	
Ingraban	Aug. 3	Ruge	Ger. str	895	Order	
Kiang-foo	July 5	Chung	Chi. str	1468	C. M. S. N. Co	
Kung Wo	—	—	Brit. str	600	Jardine, Matheson & Co	
Laertes	Aug. 5	R. F. Scale	Brit. str	1391	Butterfield & Swire	
Pekin	July 30	Symons	Brit. str	2117	Butterfield & Swire	
Sin Nanzing	Aug. 5	Waddilove	Brit. str	714	Jardine, Matheson & Co	
[illegible]	July 25	Scott	Brit. str	781	G. McBain	
Taku	Aug. 5	Peter	Brit. str	608	Jardine, Matheson & Co	
Wismar	Aug. 5	Gornitzka	Ger. str	556	Ed. Schellhass & Co	
Y-ling	July 31	Holmes	Brit. str	131	C. M. S. N. Co	
Yokohama M.	Aug. 4	Haswell	Jap. str	1298	Nippon Yusen Kaishia	
Yuen Wo	Aug. 5	Slessar	Brit. str	1331	Jardine, Matheson & Co	

SAILING VESSELS.

Batavia	June 22	Nelssen	Brit. bk	357	Nils Moller	
Breeze	July 4	Vincent	Am. yacht	22	Master	
Fau[illegible]h Balangh	June 14	Schulz	Brit. sch	244	Morris & Co	
Granite State	June 29	Ross	Amr. sh	1264	Master	
Island City	July 22	Warner	Brit. bk	421	Jardine, Matheson & Co	
[illegible]	June 14	Molsen	Brit. bk	798	Master	
Mary Stewart	July 17	Thompson	Brit. bk	484	Morris & Co	
Siam	July 3	Lange	Siam. bk	295	Master	
Walls Castle	June 6	Kenneth	Brit. bk	626	Gibb, Livingston & Co	
Wm. H. Connor	June 22	Nickols	Amr. sh	1424	Arnhold, Karberg & Co	

TIENTSIN.

IN PORT ON 30TH JULY, 1887.

SAILING VESSELS.

Emilie	July 19	Turp	Nor. bk	306	Chinese	
John Potts	July 19	Cargill	Brit. bk	340	Wilson & Co	
Lake Simcoe	June 30	Johnson	Brit. bk	334	Wilson & Co	
Sitirien	July 24	Johansen	Ger. bk	367	Chinese	

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Clan Mackenzie	Cardiff	May 19
Orient	Stettin	May 29
Oneida	New York	June 7
Waterloo	Penarth	June 11
Bandenoirs	Cardiff	June 11
Restitution	Cardiff	June 12
Rembrandt	New York	June 17
Breconshire (s.)	London	June 24
Bellerophon (s.)	London	June 27
Glenfalloch (s.)	London	June 29

VESSELS ARRIVED HOME FROM PORTS IN CHINA, JAPAN, & MANILA.

(Per last Mail's Advice.)

Annie Johnson	Hongkong	June 17
Isla de Panay (s.)	Manila	June 25
Moyune (s.)	Hankow	June 25
San Pablo (s.)	Hongkong	June 27
Abergeldie (s.)	Yokohama	June 28
Sarpedon (s.)	Shanghai	June 29

SHIPPING IN JAPANESE WATERS.

NAGASAKI.

IN PORT ON 3RD AUGUST, 1887.

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Deutschland	July 31	Hildebrandt	Ger. str	280	C. E. Boeddinghaus	
Norden	July [illegible]	Nielsen	Nor. str	1367	M. B. Kaishia	
Takachiho M.	July 29	Walker	Jap. str	1067	Nippon Yusen Kaishia	
Tsuruga Maru	July 29	Hussey	Jap. str	451	Nippon Yusen Kaishia	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Kozaki-maru	—	Christensen	Barge	400	Nippon Yusen Kaishia	

KOBE.

IN PORT ON 26TH JULY, 1887.

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Benlarig	June 23	Clark	Brit. str	1482	M., Heimann & Co	
Cassandra	July 20	C. Haesloop	Ger. str	1097	Simon, Evers & Co	
Hailoong	July 5	T. Hall	Brit. str	277	H. E. Raynell & Co	
Lord of the Isles	July 5	Felgate	Brit. str	1586	Walsh, Hall & Co	
Omi-maru	July 17	Swain	Jap. str	1512	Nippon Yusen Kaishia	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Alex. Gibson	July 14	Speed	Amr. sh	2121	C. & J. Trading Co	
Antoinette	May 2[illegible]	Ferguson	Brit. sh	1113	H. Lucas & Co	
Cheshire	July 12	Cosby	Brit. bk	1313	R. Isaac & Bros.	
Condor	June 12	Meekler	Brit. bk	976	C. & J. Trading Co	

YOKOHAMA.

IN PORT ON 30TH JULY, 1887.

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Cardiganshire	July 30	Clarke	Brit. str	1628	Adamson, Bell & Co	
Chelydra	July 25	H. Pease	Brit. str	1574	Adamson, Bell & Co	
Oxfordshire	July 17	Jones	Brit. str	998	Smith, Baker & Co	
Partridge	July 2	Lowe	Brit. str	254	Samuel, Samuel & Co	
Polyhymnia	July 24	W. Schafer	Ger. str	1053	Simon, Evers & Co	
Satsuma Maru	July 29	Conner	Jap. str	1160	Nippon Yusen Kaishia	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TON	CONSIGNEES.	DESTINATION.
Empreza	July 22	Allan	Brit. bk	238	Chinese	
Lady Harewood	July 19	Williams	Brit. bk	312	Chinese	

SHIPPING IN SOUTHERN PORTS.

MANILA.

IN PORT ON 3RD AUGUST 1887.

STEAMERS.

Dafila	July 29	J. Watt	Brit. str	536	Tan Chan
Don Juan	Aug. 1	Marquez	Span. str	654	F. L. Roxas
Duburg	Apl. 21	Bertelsen	Ger. str	921	C. Pelanda
Galley of Lorne	July 30	Pomroy	Brit. str	1380	Smith, Bell & Co
Propontis	July 15	G. Heasley	Brit. str	1387	Smith, Bell & Co
Salvadora	July 8	Lecea	Span. str	688	J. Reyes
San Ignacio	May 6	Riquer	Span. str	2289	Compania General
Strathairly	June 6	Boughton	Brit. str	1236	Smith, Bell & Co

SAILING VESSELS.

Abyssinia	July 1	Halten	Brit. bk	1126	Order
Ausmba	June 6	Welch	Brit. bk	11[illegible]0	W. F. Stevenson & Co
Carl Bohn	July 26	Eischmann	Ger. bk	262	Sui Gui
Clan Robertson	May 20	Wilson	Brit. sh	1[illegible]25	Smith, Bell & Co
Daggry	Aug. 1	Svendsen	Nor. bk	400	Ker & Co
Earl Granville	Apl. 18	Copp	Brit. sh	1193	W. F. Stevenson & Co
Eildenhope	Jan. 16	Garrick	Brit. bk	1190	W. F. Stevenson & Co
Emblem	July 20	Roberts	Brit. bk	1152	Macleod & Co
Eugenie	July 4	Foley	Brit. bk	690	Ker & Co
H. I. Libby	July 5	Richardson	Brit. bk	500	Smith, Bell & Co
Jas. A. Wright	Apl. 25	Baker	Amr. bk	[illegible]89	Order
Jas. G. Bain	May 20	Meekles	Brit. bk	997	Order
Kepler	Feb. 15	Oothen	Ger. bk	785	W. F. Stevenson & Co
Lennie Burrill	Aug. 1	Murphy	Brit. sh	1328	W. F. Stevenson & Co
Leopold	July 16	Mengedoth	Ger. sh	1055	W. F. Stevenson & Co
L. Schepp	June 6	Gotes	Amr. bk	1776	W. F. Stevenson & Co
Manuel	Mar. 2	Estibal	Span. bk	991	J. Reyes
Monarch	July 5	Corbelt	Brit. bk	1187	Ker & Co
Ringleader	June 22	Entwistle	Amr. sh	1145	W. F. Stevenson & Co
Sachem	May 2	Bartell	Amr. sh	1112	Order
Yu Quebec	July 2	Caron	Brit. bk	580	F. Murray

HAIPHONG.

IN PORT ON 31ST JULY, 1887.

STEAMERS.

Marie	July 26	Schaefer	Ger. str	708	Wing Fat Cheong

BANGKOK.

IN PORT ON 27TH JULY, 1887.

SAILING VESSELS.

Advance	—	—	Siam. bk	33[illegible]	Poh Sing
Caroline	Nov. 2	Keck	Siam. sch	339	Chinese
Doretta	Dec. 11	Reynolds	Siam. bg	3[illegible]0	[illegible] Hock Siang
Foochow	Nov. 22	Meyer	Siam. bg	300	Low Mah Teng
Fortune	May 7	Sanstrom	Siam. bk	447	Poh Wat
Goliah	—	—	Siam. bk	[illegible]42	Poh S[illegible]n
Hermann	—	Troulsen	Ger. bk	440	R. G[illegible]tte
Hie Chong	May 5	Martin	Brit. bk	320	Tan Hok Poh
Kim Jhye Seng	June 29	Tok Tang	Siam. bk	170	Chie Seng
Long Hin	July 18	Chinese	Siam. sch	151	Order
Matilde	Apl. 22	Koezam	Ger. bk	473	Windsor, Clarke & Co
Queen of E'land	May 6	Spencer	Siam. bg	512	Poh Chin Sae
Solidor	July 13	Jensen	Brit. bk	240	Order
Ta Hongkong	June 29	Fuetsche	Siam. bk	636	Heng Lee

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Alacrity	d.-s. steel despatch boat	6	3180	Com. R. B. Maconochie	Hongkong
Audacious	double-screw iron frigate	14	4830	Capt. R. H. Harris	Cruising N.
Calliope	corvette	16	4020	Captain H. C. Kane	Hakodate
Cockchafer	gunboat	4	470	Lieut.-Com. Boteler	Hongkong
Constance	corvette	14	2590	Captain Churchill	Cruising N.
Cordelia	corvette	10	242[illegible]	Captain H. C. Boys	Japan
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	Hakodate
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Singapore
Firebrand	composite gunboat	4	460	Lieut.-Com. Dickson	Shanghai
Heroine	corvette	8	1470	Captain C. J. Balfour	Cruising N.
Leander	cruiser	10	5000	Capt. Martin J. Dunlop	Cruising N.
Linnet	gunboat	5	1050	Com. W. H. Marrack	Cruising
Merlin	composite gunboat	4	430	Lt.-Com. W. M. Maturin	Hakodate
Mutine	composite sloop	6	1120	Capt. J. H. Martin	Shanghai
Orion	armour-plated ship	4	4010	Captain T. H. Royse	Singapore
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	surveying
Sapphire	corvette	12	2360	Captain R. G. Kinahan	Hakodate
Satellite	corvette	8	1400	Capt. A. H. Alington	Yokohama
Solent	torpedo mining launch	—	—		Hongkong
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Cruising N.
Tweed	double-screw gun-vessel	3	340	In reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Maxwell	Hongkong
Wanderer	composite sloop	3	750	Com. McArthur	Cruising N.
Wivern	turret ironclad	4	1450	In reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Brooklyn	American frigate	14	1203	Capt. F. O. Matthews	Nagasaki
Essex	American corvette	6	—	Captain T. F. Jewell	Nagasaki
Marion	American corvette	—	—	Com. M. Miller	Nagasaki
Monocacy	American gunboat	6	750	Com. Henry Glass	Yokohama
Omaha	American corvette	12	—	Captain T. O. Selfridge	Nagasaki
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Yokohama
Aspic	French gunboat	4	—	Captain Rupé	Yokohama
Chasseur	French gunboat	—	—	Captain Le Gorrec	Haiphong
Comete	French gunboat	—	—	Lieut. Martel	Haiphong
Lutin	French gunboat	—	—	Commander Nenny	Haiphong
La Clocheterie	French corvette	16	450	Captain de Barbeyrac	Tourane
Parseval	French gunboat	—	—	Commander Foret	Haiphong
Primauguet	French corvette	17	550	Captain Veron	Hakodate
Turenne	French frigate	—	—	Captain Dupuis	Hakodate
Vipère	French gunboat	4	1[illegible]0	Com. L. B. G. Marolles	Hakodate
Iltis	German gunboat	4	43[illegible]0	Lieut.-Com. von Eirkstedt	Canton
Nautilus	German gunboat	4	1600	Commander von Hoven	Cruising
Wolf	German gunboat	2	340	Captain Jaeschke	Newchwang
Aurora	Austrian cruiser	—	—	Captain Franz Muller	Yokohama
Rapido	Italian cruiser	5	1220	Captain F. Gravalt	Yokohama
Rio Lima	Portuguese gunboat	4	100	Captain R. d'Andrade	Japan
Tamega	Portuguese gunboat	5	500	Capt. Gonveia	Macao
Abreck	Russian gunboat	7	300	Captain Schans	Vladivostock
Dimitri Donskoi	Russian frigate	23	—	Captain Souryloff	Yokohama
[illegible]rmak	Russian transport	4	80	Captain Koltchau	Vladivostock
Morge	Russian gunboat	7	80	Commander Moltsoff	Korea
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Rynda	Russian corvette	10	—	Commander Avellan	Yokohama
Sesvooch	Russian cruiser	13	—	Captain Surief	Vladivostock
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Vestnik	Russian corvette	—	—	Captain Lang	Yokohama
Vitiaz	Russian corvette	12	—	Commander Makaroff	Yokohama
Vostock	Russian gunboat	4	—	Commander Molchonsky	Vladivostock
Aragon	Spanish cruiser	11	2600	Capt. D. F. Zuluaga	Manila

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